

# THE Commercial & Financial Chronicle

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A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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## The Chronicle.

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On page 568 will be found the detailed returns, by States, of the National Banks, under the Comptroller's call of March 7, kindly furnished us by Mr. Knox. Previous returns were published, those for December 31, 1883, in the CHRONICLE of February 23, 1884, page 226; those for October 2 in the issue of December 1, 1883, page 586.

### THE FINANCIAL SITUATION.

The past week has been a memorable one, not because of any great change in the situation, but because of the importance of the events which have transpired. Looking, however, at the surroundings to-day, we cannot see that there is any new cause for alarm. The failures in this city have very naturally disturbed confidence for the moment, but that is merely a temporary influence. The more permanent conditions, so far as there is any alteration, are certainly more favorable. Exchange has fallen decidedly, stopping for the time being at least the export of gold. Rates of interest in Europe remain very low, giving a certain air of permanency to this change, as low rates tend to send European capital this way. Railroad earnings are under the circumstances extremely satisfactory, and we would refer the reader to our monthly article on that subject in another column, showing as it does a decided increase in receipts, instead of the loss which has been so persistently prophesied. This evidence of earning

capacity even in the midst of business depression is a circumstance of great interest, tending to reassure the investing public.

An incident of decided importance has been the tariff defeat in the House of Representatives. This is looked upon by a large class as certain to result in a revival of our industries. We hope it may, but cannot agree with the opinion that it will, for the reason, if there were no other, that that defeat cannot stop agitation. The question is an abiding one. The character of the recent revenue organization in Boston, the action yesterday of certain manufacturers in this city, the conversation of business men everywhere since the vote was announced, are some of the later indications that there is a deep and wide feeling on the subject. It would be much better if manufacturers could see that it would be to their advantage to lead, instead of to oppose the movement. No one aims or desires to harm vested interests. It is not proposed by the conservative classes that industries which have been nurtured by years of fostering legislation, should be left to stand alone at once. But there is an earnest feeling in favor of freer trade; a widely prevailing sentiment that raw materials should, as a general thing, come in free; and a popular opinion that with these points gained, the rest will follow in its natural order. Why cannot the Ways and Means Committee apply the Roosevelt invention to the subject, and give us a good half dozen of bills, each covering but one article, like for instance salt. It was only in that manner quinine secured its exemption.

But passing that matter, which has to do with the future rather than the present, we have to note the failures of the week, absorbing, as they have, the most attention, and being a source of considerable disturbance in business circles. We have remarked upon some of the features of the Marine Bank disaster in another column. That and the Grant & Ward suspension seem, according to the latest disclosures, to be one as regards actual interests, looseness of business methods, and general crookedness in their operations. Had the brokers' firm name plainly included the Marine Bank, the connection would have been more open but not much more real. Of course, depositors are inconvenienced and the securities made way with by Grant & Ward will work a loss to the owners, and some corporations will in this way suffer. But with those exceptions we see nothing in the case of general application or to suggest a fear of weakness elsewhere. The incident is only a hint to the public to avoid banks whose officers are engaged in business foreign to banking, and to avoid firms which loan money at three per cent and borrow it at twelve per cent.

The decision of the Supreme Court of the United States this week in the Missouri Pacific case has been received with satisfaction. Interest in it is not so much with re-

ference to that railroad, as it is with reference to the principle established. The court holds that the allegation in the complaint (that the default in the payment of the interest on the Missouri Pacific bonds, which was the pretext for the foreclosure and sale of the road, was fraudulent, caused and procured by means of collusion) was sufficient to warrant the court to grant the relief asked for and to set aside the sale. This and the other decisions which have been lately made affecting railroads, show that our judges do not mean to allow any fraud to remain uncovered or any advantage obtained by collusion to be permanent, if they have the opportunity of preventing it.

The effect of Judge Van Brunt's decision in the Elevated Railroad case is seen this week in the action of the Manhattan road, agreeing to give back to the New York Company its lease of the latter's property, and to accept certificates of the New York guaranteeing to Manhattan 6 per cent dividends on its stock, after the payment of 6 per cent on New York stock, any balance remaining to be divided equally. Judge Van Brunt held that the amended agreement of October, 1881, was of no binding effect. It will be remembered that by the original arrangement of May 20, 1879, the Manhattan Company took a lease of the property of the New York and the Metropolitan, and guaranteed to each 10 per cent dividends on their stock. In the summer of 1881 default was made in the payment of the rental, and in October of that year a way was found for the modification of the lease, by which among other things dividends were reduced from 10 per cent to 6 per cent. Judge Van Brunt's decision was substantially that the modified lease was void, and he directed judgment to be entered relieving all parties from the October agreement upon making proper restitution, the idea being to restore, as nearly as possible, the situation of affairs as it existed at the time the lease was amended. Of course, that will involve a great many difficulties, but Judge Van Brunt thought it could be done. It should be said that soon after the joint agreement of October—in November—a further agreement was entered into by the directors of the three companies by which a new Manhattan company was formed, which issued its own stock in exchange for that of the other companies—1st preferred stock for the New York, 2d preferred for the Metropolitan, and common for the old Manhattan. The stock of the New York and the Manhattan was exchanged under this arrangement, thus virtually confirming the modified lease as far as these two companies were concerned, but the stock of the Metropolitan was not so exchanged, and it was claimed, therefore, that in giving effect to Judge Van Brunt's decision the Metropolitan stockholders could, in satisfaction of any claim against the Manhattan, have recourse to the property of the New York Company, which latter by the exchange of its stock had surrendered its existence. It is to avoid this possibility, no doubt, that the Manhattan now agrees to give back the property of the New York. The arrangement, if lawful, deprives the Manhattan of all property, but still assures to it a share of the earnings. If the Metropolitan Company determines to enforce its claim against the Manhattan, some very interesting legal points might arise as to the power of the company to thus put its property out of reach. The attitude of our courts in dealing with indirect methods for avoiding legal obligations, does not make it appear that the situation of the Manhattan has been greatly improved.

As already indicated, the market for sterling exchange has been heavy all the week at rates below the gold exporting point. The supply consists chiefly of bankers' bills. Some of these are drawn against balances in London, the intention being to use the proceeds in our loan market ;

other bills are made against anticipated exports of a portion of the present available supply of cotton ; still others are more or less speculative, being drawn with the intention of renewal but in the expectation of being covered at a profit when the new crop of cotton begins to move ; another supply comes from outgoing securities, chiefly Erie stock and consolidated 2d mortgage bonds which have been sent abroad in comparatively large amounts. The inquiry for bills is quite insignificant, being almost wholly confined to the usual remittances by bankers. The importers of goods are buying very few bills at present, the demand from this source being not at all urgent. Bankers do not look for anything more than a very gradual fall in the rates of exchange at present. The movement of securities is not expected to be large. The character of the property now going forward shows that the inquiry is more or less of a speculative nature. The drawing of bills in anticipation of the movement of cotton will probably continue, but the supply from this source may be only sufficient to meet current demands. If, however, rates can be kept below the gold exporting point for the next sixty days the market will then resume its normal condition and not be dependent upon bills of a speculative character.

Of course, the developments we have referred to above, connected with the failure of the Marine Bank and the firm of Grant & Ward, have had a decided influence on the stock market. Some other events have also had a weakening tendency. On Monday the news of a reduction of 10 cents per 100 lbs. in the rates on east-bound live stock unsettled the values of the trunk line shares, for it was accepted as evidence of a further demoralization in the business of the roads. The selling movement in Union Pacific and Western Union, which was one of the features last week, was continued. On the other hand, and early in the afternoon of that day, reports that the Northern Pacific would show a very large traffic for April, greatly beyond early estimates of its officers, made that stock active and strong, and the rise in it influenced an upward movement in other properties, and particularly in those which were most largely oversold. Subsequently, the statement that the West Shore plan of relief had been accepted by a majority of the bondholders stimulated a rise in that property and the market closed strong. The next morning the text of the decision in the Missouri Pacific case, above referred to, was published, giving a clear understanding of the sweeping character of the decree. This led to free sales of Missouri Pacific, Union Pacific, Western Union, and made the market heavy. There was the customary rally about half-past ten, and the movement was decidedly upward when the news came that the Marine National Bank had closed its doors. Pending the receipt of particulars the market became panicky, and it so continued until early in the afternoon, when all parties united to arrest the decline. Soon afterwards the announcement of the suspension of Grant & Ward again unsettled the market, but it was a little steadier at the close.

The fact that Mr. James D. Fish, President of the Marine Bank, is a director in the New York Lake Erie & Western, and reports that the bank was largely indebted to the railroad, aided in breaking down Erie on Tuesday. The next day the statement appeared that the indebtedness of the bank to the Erie was comparatively small, but the stock did not recover for the reason that free sales of it and of the consolidated second mortgages were made under an apprehension that Grant & Ward had been acting as fiscal agents for the negotiation of Chicago & Atlantic seconds.



The market was more or less unsettled for the remainder of the day. On Thursday reports that Commissioner Fink had resigned from the Trunk line pool, indicating a rupture of that combination, had a disturbing effect upon the shares of the roads in the pool; rumors of inside selling of Chicago & Northwestern broke down that stock, and St. Paul, Union Pacific, Missouri Pacific, and Western Union, were liberally pressed for sale; Reading and Central New Jersey were sharply raided, and the market was unsettled until about noon. Then it was gradually turned upward, and early in the afternoon the rise became rapid on the announcement that the Baltimore & Ohio had agreed to a restoration of the rates to the basis of 15 cents per 100 pounds on grain from Chicago, and that Commissioner Fink had withdrawn his resignation, so the tone was strong for the remainder of the day, although a little irregular just before two o'clock. Yesterday, the opening was steady, but the market soon became weak under a succession of unfavorable features. There were rumors of receivers for Wabash and Denver & Rio Grande, while it was also reported that the Union Pacific would pass its July dividend, though this was declared unfounded after business hours. Erie second consolidated bonds made a further pronounced fall, declining from 75 at the opening to 68 at the close, and the stock also fell off several points, on the story that Grant & Ward were so largely indebted to the company that it would not be able to meet the June interest on the second consols.

*Atchison Topeka & Santa Fe* has issued this week a very favorable exhibit of gross and net earnings for the month of March. March, it will be remembered, was not a very good month for railroad traffic the present year, and especially was this the case on the Southern trans-continental lines. The Atchison forms a through line to the Pacific over two different routes, but each of these depends on the Southern Pacific for the California connection, and the Southern Pacific had its operations seriously interrupted by floods in California during the month—so much so that the Central Pacific, the lessee of the same, reported a loss of over \$100,000 in its gross earnings in that period. It was supposed, therefore, that the Atchison would record a large falling off in its receipts by reason of this fact. But the figures now to hand show but slight changes from the results for the corresponding month of 1883—a loss of \$11,458 gross, and a gain of \$6,409 net. What makes the gain in the net the more gratifying is, that the increase in the same last year was very heavy, namely, \$240,000. This will appear from the following table, covering three years, the Southern Kansas system being included each year.

ATCHISON TOPEKA & SANTA FE.	1884.	1883.	1882.
Miles.....	2,315	2,219	2,183
Gross earnings.....	1,464,056	1,415,514	1,289,529
Operating expenses.....	677,294	693,161	811,815
Net.....	726,762	720,353	477,714
January 1 to March 31.			
Gross earnings.....	3,743,424	3,514,842	3,569,209
Operating expenses.....	1,834,301	1,948,452	2,377,760
Net.....	1,913,123	1,566,390	1,191,449

Of course, the favorable results here presented would not have been possible except for successive large crops of cereals in Kansas, where the greater part of the company's lines are situated, but in no small measure the reduction effected in the cost of operating the road has been the cause of the improved showing. Thus the March net are about \$250,000 greater in the present year than they were in 1882, and the gain is accounted for to the extent of \$115,000 by increased gross receipts, and to the extent of \$135,000 by decreased expenses. For the first quarter of the year, the exhibit is of the same character, and while

since 1882 gross have increased only \$181,000, net have increased \$727,000, owing to a reduction of \$546,000 in the expense account.

*Chicago Burlington & Quincy* has also issued its March statement, and, as was expected, it shows a falling off from the totals of a year ago. Notwithstanding the falling off, however, the exhibit is really very favorable, inasmuch as the earnings last year were very large—indeed, they were nothing less than extraordinary. This will be evident when we say that the gain then was no less than \$830,000 in gross and \$730,000 in net—this in a single month. It was hardly to be supposed that the whole of this large gain would be retained in the present year, with the conditions so much less favorable than in 1883, and the decrease of only \$280,000 which is now shown is therefore of very small moment. Of course, the contest with the Union Pacific did not operate in favor of any increase, but we are inclined to think that the decrease recorded is attributable chiefly to the smaller amount of grain freight carried. The road is the largest corn carrier in the West, and the movement of that cereal last March was exceptionally heavy. In the present year it was of smaller proportion, and that of course would tend to diminish the Burlington & Quincy's tonnage in a corresponding ratio. Almost the whole of the large gain in earnings in 1883 was in the freight business, and we observe that the loss this year is in the same item, passenger receipts exhibiting improvement. The relative loss in the corn traffic may be seen in the fact that while in 1883, in the four weeks ended March 29, the receipts of the cereal at Chicago (by all roads) were 5,766,653 bushels, in the same period of the present year they were only 4,312,596 bushels, or 25 per cent less. For the three months ended with March net are less than \$220,000 smaller than in 1883, while they are five-eighths of a million greater than in 1882, and over a million greater than in 1881. There is every reason to feel satisfied with such results. Following is an exhibit for four years.

CHIC. BURL. & QUINCY.	1884.	1883.	1882.	1881.
March.				
Gross earnings.....	2,106,028	2,396,584	1,566,217	1,418,149
Operating expenses.....	1,021,311	1,029,119	929,200	752,863
Net.....	1,084,717	1,367,465	637,017	665,286
Jan. 1 to March 31.				
Gross earnings.....	5,725,262	5,633,286	4,682,351	3,760,918
Operating expenses.....	3,048,963	2,735,700	2,663,421	2,176,749
Net.....	2,676,299	2,897,586	2,018,930	1,584,169

The following shows relative prices of leading bonds and stocks in London and New York at the opening each day.

	May 5.		May 6.		May 7.		May 8.		May 9.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s. c.	129 3/8	129 3/8	128 3/8	129 3/8	129 1/8	129 3/8	129 1/8	129 3/8	129 9/8	129
U.S. 4 1/2s.	113 1/8	113 1/8	113 1/8	113 1/8	113 3/8	113 1/8	113 1/8	113	113 1/8	113 1/8
Erie.....	18 63	18 3/4	19 24	19 3/4	18 02	17 3/4	18 06	15 3/4	16 55	16 3/4
2 con.	84 20	84	84 73	85 3/4	84 36	83	73 45	76 3/4	77 74	75
Ill. Cent.	127 53	127 1/2	128 02	128	127 53	127	128 54	125 3/4	124 58	125 3/4
N. Y. C.	113 30	113 3/4	113 42	113 3/4	113 06	112 3/4	112 32	112	112 32	112 3/4
Reading	21 21 1/4	42 3/4	21 21 1/4	42 3/4	20 60 1/4	40 3/4	18 14 1/2	35	17 65 1/2	35
Ont. W'n	.....	.....	.....	.....	.....	10	.....	.....	.....	.....
St. Paul.	83 13	82 3/4	83 63	83 3/4	82 15	81 3/4	81 17	80 3/4	81 32	81 3/4
Can. Pac.	47 57	47 3/4	4 4 3/4	48 3/4	48 55	48 3/4	47 82	47	48 31	.....
Exch'ge. cables.	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2	4 90 1/2

\* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

Money on call has been fairly active this week and there is a better demand for time loans on stock collateral, the latest transactions being at 5 per cent for four months. The activity on call has been mainly due to the suspension of the Marine National Bank and the failure of Grant & Ward both, but more particularly the latter, causing a shifting of loans, the calling in of some in order to

provide for the unexpected demand and the paying off of others made with houses about the standing of which there was at the moment some doubt entertained. The flurry also induced borrowers at the Stock Exchange to exercise more than usual caution and the offerings were not quite so free as they were last week when money was spasmodically advanced each day. This condition of the market may be regarded as abnormal and it is probable that when the excitement subsides there will be a fall in money to about the average rates ruling at this season of the year. The exchanges on New York at interior points continue to favor this centre, and there is no reason why the customary supplies should not continue to be obtained from this source. The following statement, made up from returns collected by us, exhibits the week's receipts and shipments of gold and currency by the New York banks.

Week Ending May 9, 1884.	Received by N.Y. Banks.	Shipped by N.Y. Banks.	Net Interior Movement.
Currency.....	\$1,300,000	\$503,000	Gain \$3,797,000
Gold.....	.....	.....	.....
Total gold and legal tenders.....	\$1,300,000	\$503,000	Gain \$3,797,000

The above shows the actual changes in the bank holdings of gold and currency caused by this movement to and from the interior. In addition to that movement, the banks have gained \$2,000,000 through the operations of the Sub-Treasury and lost \$650,000 by exports of gold. Adding these items, therefore, to the above, we have the following, which should indicate the total gain to the N.Y. Clearing House banks of gold and currency for the week covered by the bank statement to be issued to-day. It should be said that the Marine Bank will not appear in this week's statement, and that of course will materially affect the comparison with last week.

Week Ending May 9, 1884.	Into Banks.	Out of Banks	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$4,300,000	\$503,000	Gain \$3,797,000
Sub-Treas. operat'ns and gold exp'ts	2,000,000	650,000	Gain, 1,350,000
Total gold and legal tenders.....	\$6,300,000	\$1,153,000	Gain \$5,147,000

The Bank of England reports a gain of £59 bullion for the week. This represents £266,000 received from abroad and £265,941 sent to the interior, probably to Scotland. The Bank of France shows an increase of 14,787,000 francs gold and of 1,870,000 francs silver, and the specie in the Bank of Germany was increased 507,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

	May 8, 1884.		May 10, 1883.	
	Gold.	Silver.	Gold.	Silver.
Bank of England .....	£ 25,325,961	£ .....	£ 23,549,208	£ .....
Bank of France .....	40,895,614	40,220,973	40,275,244	41,932,048
Bank of Germany .....	7,606,250	22,819,750	7,737,250	23,271,750
Total this week .....	73,827,825	63,040,723	68,581,702	65,203,798
Total previous week .....	73,229,640	62,946,161	69,075,962	65,304,957

The Assay Office paid \$124,072 through the Sub-Treasury for domestic bullion during the week, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certificates.	Silver Certificates.
May 2 ..	\$319,890 69	\$3,000	\$38,000	\$236,000	\$63,000
" 3...	237,781 40	3,000	32,000	102,000	100,000
" 5...	469,548 83	7,000	41,000	223,000	193,000
" 6...	393,309 77	9,000	51,000	204,000	135,000
" 7...	327,748 36	3,000	43,000	147,000	134,000
" 8...	333,415 93	7,000	66,000	143,000	117,000
Total ..	\$2,121,698 01	\$35,000	\$271,000	1,060,000	\$753,000

### SOME QUESTIONS RAISED BY THE MARINE BANK FAILURE.

At the moment of writing, the real secret of the failure of the Marine Bank is not fully apparent. An overdraft of \$750,000 would clearly be an insufficient cause for shutting its doors so suddenly. The other irregularities and the exact condition of the Bank, will probably be known before this reaches the reader. In the meantime there are certain facts, already admitted, which may be turned to profitable use in banking circles.

So far as the general question of over-certification of checks is concerned, it will be difficult to gain much light from this experience. The point of difference in the discussions that have been had on that subject, is not whether such a practice is desirable of itself—all agree that it is not,—but simply whether there should be a statute prohibiting it, or whether it should be left to bank management to regulate it. There can be no two opinions with regard to this individual case, for as here practiced the bank had no safeguards. The chief officer was directly interested in the firm whose checks were certified. Such a circumstance deprives the institution of all protection, for it prevents caution. No man, even if incapable of actual dishonesty, should ever sit in judgment on his own case. Besides, certification is a species of business more risky than any other a bank can engage in, calling for the exercise of the utmost vigilance and most careful discrimination. To expect an officer personally interested in securing such a credit, properly to protect the institution granting it, is, to say the least, putting poor human nature to a very severe test.

Closely allied to this is the impolicy of a bank officer ever being connected with a firm of Wall Street brokers. That practice hardly needs to be stated to be condemned. The acceptance of an important trust of the kind a bank President holds, has generally been considered a foreclosure from all speculative pursuits. There are so many and obvious reasons for the opinion, that the continued existence of certain prominent exceptions, should not weaken general public sentiment on the subject. We believe in leaving bank management as free from statutory interference as possible. A certain framework of law is necessary, but that being granted, the control should be in the directors and officers, influenced by its customers and by an intelligent public sentiment. The chief difficulty lies in keeping the people alert, for in prosperous times the bank runs itself and public sentiment sleeps. Still it is well to recall the fact now, that almost always when a bank fails, it turns out that its officers were openly or secretly speculating. Partnership connections by Presidents with Wall Street firms will of course be justified, where they exist, on the ground that they are personal arrangements in no way affecting the Bank. It is possible that this may prove true in some cases, and that harm may not result from such a connection. But, at the same time, experience teaches that to hope for exemption under circumstances of so great exposure is mere rashness, about as foolhardy as putting one's hand into the fire and expecting it not to be burned.

Another incident of quite a different nature connected with this failure is the very simple, innocent way in which the First National Bank has been forced to carry \$215,000 of the Marine Bank's overdrafts. It seems that Monday night Mr. Ward drew his check for \$215,000 on the First National Bank (although having only about two thousand dollars to his credit there) and deposited it in the Marine Bank to make good in part his overdrafts. Through the system of making clearings, this check was received as cash at the Clearing House by the First National, and before it

could be returned, the Marine Bank had closed its doors. For the benefit of our readers not familiar with the Clearing House and its routine, it may be well to say that the Clearing House is nothing more than a place for making exchanges. Each bank sends each morning two clerks there, one we may call the paying clerk, carrying with him the checks deposited in his bank the previous day assorted into sixty packages, each package containing the checks so received on one of the sixty banks. At the Clearing House all of the other or receiving clerks station themselves at the counters fixed for their banks, and then the paying clerks in quick succession pass by them, leaving with each of the receiving clerks the package for his bank, and taking a receipt for it. Thus the Marine Bank delivered its package Tuesday morning to the receiving clerk of the First National, the package containing among others the bogus check in question, and the First National receipted for the whole package as so much cash. Of course as soon as the check had actually been carried to the bank it was returned, but in the meantime, as stated, the Marine Bank had closed its doors.

This incident has been a source of anxiety, as it discloses a weakness in the Clearing-House arrangements, which, if continued, might in a possible contingency prove very harmful. If a \$215,000 check can be passed in that manner, a check two or three times as large could be passed with equal facility. Of course so long as no bank failure intervenes there is no risk; but this failure has disclosed the risk. Certain legal complications arise out of the incident. One question is whether a claim for the amount could be enforced against the Clearing House. We should think it could not be, as the First National Bank was a party to, and acquiesced in, the proceedings which produced the result. But would it not be proper and certainly equitable for the courts to hold that money obtained in the manner described by the Marine Bank was no part of its assets. That view seems in every way just and reasonable, and if adopted would relieve the community and the Clearing House of all anxiety with regard to future similar events.

### THE PENSION CRAZE.

According to the last report of the Commissioner of Pensions, the actual number of different persons who enlisted and served in the army or navy of the United States during the war of the Rebellion was 2,063,391. From extended inquiry and careful estimate the Commissioner concluded that on June 30, 1883, there were 1,458,942 of the soldiers and sailors still living, while 604,369 had died. Of the living, 496,721 had, and 962,201 had not, applied for pensions. Of the dead, 220,000 left no pensionable relatives; while relatives of 312,029 dead soldiers and sailors had, and those of 72,340 had not, applied for pensions. We have then a total of 808,750 soldiers and sailors out of a little more than two million—almost forty per cent of the whole force—who had applied, or in behalf of whom application had been made, for pensions. Moreover the applications were by no means at an end. During the last fiscal year, the first day of which was more than seventeen years after the last gun of the war was fired, no less than 47,945 new claims were filed; the total number of such applications in the last few years was 254,898.

Not to anticipate the certain additions yet to be made to the list of pension applicants, let us turn to the disposition of the claims already filed. The claims allowed up to June 30, 1883, numbered 451,926; the claims pending were 271,463, and the number of names on the rejected list (which included some twenty thousand claimants on account of service in wars before 1861) was 108,495. So

it appears that more than four-fifths of the claims passed upon are allowed. If only one-half of those now pending are passed upon favorably, the aggregate number of pensioners will approach very near six hundred thousand. The gross number of pensioners on the rolls on the 30th June last was 303,658. The average annual value of their pensions was \$106 18; the total annual value was \$32,245,192. But the total payments by the Pension Bureau during the year were \$60,064,009. Finally, the gross sum paid in pensions since 1861 up to the middle of 1883 was \$621,073,298.

These are startling figures. Although they were published here and there several months ago, we believe that few people are aware of the magnitude of the operations of this bureau. The main facts are that more than three hundred thousand persons are in the receipt of a monthly allowance from the Treasury, for which they now render no equivalent; that the number is still steadily increasing by the addition of twice as many new pensioners as are dropped on account of death or for other reasons; that the pensions of twenty thousand or more persons are increased in amount by re-rating as the disability increases; and that the annual sum now paid out, subject to these augmentations, is 32½ million dollars. It is too late, even if it were worth while at any time, to complain of a pension policy which has saddled the Government with this enormous annual expenditure for a generation to come. But it is time to protest against a reckless and uncalled-for extension of this policy. Two weeks ago the House of Representatives passed a bill of which the Chairman of the Committee who reported and urged it admitted, "its purpose is rather to relax the rules of evidence than anything else," but which does very much more than that. By this bill it is enacted that the fact that a man was mustered into the service and served three months, shall be *prima facie* evidence that he was a sound man when he enlisted; and for the *proof* that any present disability was contracted in the service is substituted a clause that the former soldier or sailor who is suffering from "any wound, injury or disease which there is probable cause to believe originated in said service in line of duty," shall receive a pension. That is relaxing the rules of evidence at both ends, and it is difficult to see how, under such a law, a pension can be refused to any ex-soldier who is now an invalid. But the law goes further, and grants pensions to the parents of soldiers whose death is traceable to their service in army or navy, provided they (the parents) simply show that they "are without other present means of support than their own manual labor or the contributions of others not legally bound for their support."

It is an ungracious duty to oppose any bill which recognizes and rewards the services of the country's defenders; but it is evident that there must be an end even to the pension business. The statement that the nation owes its life to these brave men, and that the country cannot do too much for them, is true enough. But carried out to its farthest logical limit, it means that the Government should undertake wholly to support all the survivors and all the near relatives of the dead. There is no general law short of that which will not leave in distress some persons whom the war directly or indirectly deprived of the means of support. But such a measure is obviously out of the question. No one in his right mind would advocate it. No doubt the drowning man owes his life to the one who plunges in and saves him. But if he tries to reward the rescuer according to his deserts, he will impoverish himself, or be open to the sneering accusation of setting a low value on his own life. His true course is to show true gratitude not to try to pay for what was worth more than any



reward. The country is truly grateful to its soldiers; but since it can never wholly re-pay them for their services it should admit that its obligation to them can never be discharged, and not attempt to discharge it. So far as possible, by general and special laws, it ought to prevent their coming to want in consequence of their service in the army. But when it comes to saying, as the bill passed by the House of Representatives does, that any father or mother whose son was killed in the war or died of disease contracted in the army or navy, shall have a pension, provided he or she cannot earn a living except by manual labor, a principle is adopted which may ultimately call for the pensioning of the second cousins of all who served in the army. We cannot do full justice to these gallant soldiers. When this last pension bill has been passed, there will be new demands, quite as well founded in justice as this one. Let it be recognized that any further extension of the policy is a matter of expediency, for at last it must be that and nothing else.

It is needless to say that this view of the matter was not presented in the House when Mr. Warner's bill came up for action under a suspension of the rules, and under the operation of the previous question. As soon as the Speaker declared the bill open for discussion, a member asked, "how much is it estimated this bill will take out of the treasury?" Mr. Warner replied that he would try to explain that before he got through; but he did not. Then another member asked the next speaker how many cases would be affected. The member addressed replied that the chairman of the committee would answer the question; but he did not. The question was put a third time and no answer was given. The house passed the bill without the smallest fragment of information on the subject. The discussion throughout proceeded on the theory that the Government is under obligation to support all persons who in any way suffered by reason of their own or their relatives' service in the army, even though they cannot prove such injury. That view of the matter cannot be sustained. Even gratitude to our former soldiers does not require that we shall try to discharge the debt we owe them. And as we must stop some time, this is as good a time as any. The general pension laws are broad and liberal enough. If they do not cover every meritorious case, those can be provided for by special acts.

#### RAILROAD EARNINGS IN APRIL, AND FROM JANUARY 1 TO APRIL 30.

Our table of railroad earnings for April is a surprise in being very much more favorable than generally expected. As against a decrease of about a million dollars in March, we have for April an increase of over a million and a quarter. It was known that the latter month in the previous year had not been noted for the same growth in receipts as the month preceding, but nevertheless there had been a gain of over  $1\frac{1}{2}$  million dollars—equal to about 8 per cent—so it was supposed that with less favorable conditions prevailing, some heavy decrease might be looked for the present year. But it is now found, as stated, that in the aggregate there is quite a considerable increase, while the decrease on individual roads is small, even in the sections that in 1883 recorded the heaviest gains.

The less favorable conditions referred to, were, that in the West and Northwest the grain movement was quite light—in some instances even below that of 1882 (following the short crop of 1881); in the South, the cotton movement was the smallest for years. Passenger traffic in all sections of the country appears to have been light, while the exist-

ing depression in every department of business would naturally reduce the volume of general and miscellaneous freight. There is reason to believe that were the leading east-and-west trunk lines included in our list, the showing would be less favorable than it is, in support of which view we have the large decrease of \$221,000 on the Grand Trunk of Canada; but as these lines also failed to make returns a year ago, the comparison with 1883 is perfectly fair and correct—being on the basis of the same roads in the two years. The following statement, embracing all the roads reporting this year, will show how the increase and decrease is distributed over the list.

GROSS EARNINGS AND MILEAGE IN APRIL.

Name of Road.	Gross Earnings.			Mileage.	
	1884.	1883.	Increase or Decrease.	1884.	1883.
Burl. Ced. Rap. & No.	\$ 217,576	\$ 218,253	—677	713	713
Canadian Pacific.....	343,178	402,400	—58,222	2,033	1,152
Central Iowa.....	122,997	100,805	+22,192	401	304
Chesapeake & Ohio.....	296,367	298,630	—2,263	512	512
Eliz. & Big San.....	38,634	47,540	—8,906	130	130
Chicago & Alton.....	606,804	600,874	+5,930	847	847
Chic. & Eastern Ill.....	110,248	123,769	—13,521	252	252
Chic. Milw. & St. Paul.....	1,910,000	1,972,271	—62,271	4,770	4,520
Chicago & Northwest.....	1,804,800	1,751,379	+53,421	3,850	3,580
Chic. St. P. Minn. & O.....	548,100	434,071	+114,029	1,280	1,147
Cin. Wash. & Balt.....	134,628	142,522	—7,894	281	281
Cleve. & Akron.....	40,334	40,374	—40	144	144
Des Moines & Ft. D.....	19,922	16,291	+3,631	143	143
Detroit Lans'g & No.....	137,753	136,702	+1,051	225	225
East Tenn. Va. & Ga.....	286,882	273,322	+13,560	1,123	1,100
Evansv. & T. Haute.....	61,498	55,289	+6,209	146	146
Flint & Pere Marq.....	216,322	235,935	—19,613	361	347
Fla. Ry & Nav. Co.....	76,943	61,498	+15,445	465	465
Fort Worth & Denver.....	40,700	26,700	+14,000	110	110
Grand Trunk of Can.....	1,252,357	1,473,509	—221,152	2,322	2,322
Gr. Bay Win. & St. P.....	30,228	38,032	—7,804	235	235
Gulf Col. & Santa Fe.....	129,775	120,064	+9,711	354	482
Ill. Cent. (Ill. & So. Div.).....	797,100	699,370	+97,730	1,526	1,506
Do (Iowa line).....	131,300	156,967	—25,667	402	402
Ind. Bloom. & West.....	195,751	215,914	—20,163	684	684
Kan. C. Ft. S. & Gulf.....	115,571	59,232	+56,339	389	389
Little Rock & Ft. S.....	36,832	36,832	0	168	168
Little Rk. M. R. & Tex.....	24,935	30,310	—5,375	170	170
Long Island.....	186,595	171,315	+15,280	352	352
Louisville & Nashv.....	1,103,750	947,450	+156,300	2,065	2,065
Milw. L. Sh. & West.....	95,605	90,037	+5,568	374	328
Milwaukee & North'n.....	44,605	42,260	+2,345	225	180
Mobile & Ohio.....	110,000	128,806	—18,806	328	328
Norfolk & West.....	190,601	195,906	—5,305	460	460
Shenandoah Valley.....	58,465	60,677	—2,212	240	240
Northern Pacific.....	1,438,600	665,509	+773,091	2,496	1,701
Ohio Central.....	86,236	67,986	+18,250	212	212
Peoria Dec. & Evansv.....	58,799	60,059	—1,260	254	254
Rich. & Danville.....	317,000	267,200	+49,800	774	757
Columbia & Gr.....	33,324	28,897	+4,427	294	294
Virginia Midland.....	104,843	104,843	0	353	353
West. No. Carolina.....	31,937	21,706	+10,231	206	206
Rochester & Pittsb.....	83,437	31,407	+52,030	294	125
St. L. A. & T. H. m. line.....	110,007	102,276	+7,731	195	195
Do do (branches).....	68,705	58,976	+9,729	138	121
St. Louis F. & S. & W. Ch.....	32,339	15,063	+17,276	160	128
St. Louis & San Fran.....	363,489	274,011	+89,478	776	726
St. Paul & Duluth.....	83,811	76,794	+7,017	225	208
St. Paul Minn. & Man.....	804,993	312,016	+492,977	1,387	1,250
Total (49 roads).....	15,272,777	14,018,603	+1,254,174	36,256	33,147
Oregon R'way & Nav.....	432,600	399,230	+33,370	.....	.....
Grand total.....	15,705,377	14,417,833	+1,287,544	.....	.....

\* Only three weeks of April in each year.

† For four weeks ended April 26.

With one or two exceptions, the change either way here is very small, showing that traffic has not varied much in the two years. The exceptions are the Grand Trunk of Canada on the side of decrease, already noted, and the Northern Pacific on the side of increase. The gain on the latter is very large—indeed, is surprising. In April, 1883, the earnings of the Northern Pacific were only \$665,509 (though this was an increase of over \$200,000 on 1882), but this year they reach the large total of \$1,438,600, an increase of \$773,091, or 115 per cent, during which period mileage has been increased 795 miles, from 1,701 to 2,496 miles, or only about 46 per cent. The earnings of this road should naturally increase with the opening of spring and the advent of more seasonable weather, but the exceptionally heavy gains now recorded are no doubt in great measure to be attributed to the gold excitement in the territory contiguous to its line. It is to be noted that the company's officials state that the gain is very largely on the passenger movement, which has assumed unusual proportions, and this corroborates our remark as to the effect of the gold fever at the Cœur d'Alene mines.

Northwestern roads, it will be seen by the above table, make on the whole a very satisfactory exhibit. There is no such falling off as in March, when both the St. Paul and the Chicago & Northwest lost over a quarter of a million each, but, on the contrary, there is a moderate increase on the latter and only a small decrease on the former. If it be asked why the St. Paul reports a decrease (\$23,271) while the Northwest reports an increase (\$50,421), an explanation may be found in the fact that in 1883 the St. Paul had gained \$454,000 and the Northwest only \$85,000. But if these roads have done well this year, the St. Paul & Omaha has done even better. It reports an increase for the month of \$114,000, which is in addition to the increase of \$57,000 in the corresponding month of 1883. The St. Paul Minneapolis & Manitoba gained as much as \$241,000 last year, and loses only \$7,000 this year. The Burlington Cedar Rapids & Northern, another road in the Northwestern section, gained \$40,000 in the month last year, and retains all but a trifle of it the present year. The Central Iowa on an increased mileage has continuous gains in the two years. The grain movement in this section was smaller than in 1883, and roads that could not make good the loss here by an increase in other sources of traffic or by increased mileage, have apparently fallen behind. The extent of the grain movement in the two years on Northwestern roads will appear from the receipts of the principal cereals at Chicago, given in the following table of the receipts of flour and grain at the leading Lake and River ports of the West.

RECEIPTS FOR FOUR WEEKS ENDED APRIL 26, AND SINCE JAN. 1.

	Flour, (bbls.)	Wheat, (bush.)	Corn, (bush.)	Oats, (bush.)	Barley, (bush.)	Rye, (bush.)
<b>Chicago—</b>						
4 wks. Apl., 1884	264,446	408,153	2,346,055	2,341,866	317,604	60,370
4 wks. Apl., 1883	143,248	417,179	3,332,438	1,540,321	318,938	83,706
Since Jan. 1, 1884	932,405	3,026,316	18,885,076	9,068,166	1,571,203	545,528
Since Jan. 1, 1883	1,163,385	3,047,461	19,997,154	7,518,543	2,232,101	679,067
<b>Milwaukee—</b>						
4 wks. Apl., 1884	318,192	280,011	37,740	386,506	292,993	27,090
4 wks. Apl., 1883	151,505	190,715	190,000	166,968	281,739	25,693
Since Jan. 1, 1884	1,122,356	1,087,456	257,450	965,644	1,641,139	139,447
Since Jan. 1, 1883	952,475	2,041,488	499,205	813,105	1,987,589	210,550
<b>St. Louis—</b>						
4 wks. Apl., 1884	98,736	405,221	1,272,180	567,802	180,179	30,154
4 wks. Apl., 1883	103,365	353,033	1,438,025	436,087	113,739	7,550
Since Jan. 1, 1884	440,079	1,065,905	9,337,728	2,267,562	706,706	123,125
Since Jan. 1, 1883	537,067	2,692,320	9,011,135	1,637,577	930,164	86,067
<b>Toledo—</b>						
4 wks. Apl., 1884	6,096	251,185	380,427	33,609	12,990	560
4 wks. Apl., 1883	5,849	512,249	458,987	66,884	2,340	9,432
Since Jan. 1, 1884	24,333	1,669,913	3,360,851	168,427	41,004	5,750
Since Jan. 1, 1883	21,181	3,368,920	2,670,222	300,910	29,107	28,689
<b>Detroit—</b>						
4 wks. Apl., 1884	7,679	127,119	40,192	90,068	78,633	512
4 wks. Apl., 1883	15,209	300,033	132,729	63,571	35,511	1,861
Since Jan. 1, 1884	30,667	1,189,700	1,001,374	300,090	245,343	1,861
Since Jan. 1, 1883	73,871	2,597,224	744,888	262,353	364,630	1,861
<b>Cleveland—</b>						
4 wks. Apl., 1884	11,014	96,973	90,700	101,020	52,000	800
4 wks. Apl., 1883	9,117	52,090	50,500	48,700	15,525	500
Since Jan. 1, 1884	34,365	259,103	308,583	328,241	90,291	890
Since Jan. 1, 1883	42,793	443,554	604,597	273,133	94,319	1,390
<b>Peoria—</b>						
4 wks. Apl., 1884	3,910	32,135	691,290	802,010	60,400	45,105
4 wks. Apl., 1883	3,615	21,600	510,150	805,100	36,100	55,830
Since Jan. 1, 1884	18,850	166,005	4,325,685	3,096,013	206,300	254,113
Since Jan. 1, 1883	21,135	74,310	3,923,250	2,876,650	292,000	291,230
<b>Duluth—</b>						
4 wks. Apl., 1884	.....	88,230	.....	.....	.....	.....
4 wks. Apl., 1883	.....	128,509	.....	.....	.....	.....
Since Jan. 1, 1884	.....	372,956	.....	.....	.....	.....
Since Jan. 1, 1883	.....	623,322	.....	.....	.....	.....
<b>Total of all—</b>						
4 wks. Apl., 1884	710,063	1,688,927	4,767,584	4,331,878	804,699	190,198
4 wks. Apl., 1883	431,941	2,095,378	5,573,299	3,126,566	893,859	188,649
Since Jan. 1, 1884	431,941	2,095,378	6,462,553	3,416,963	508,245	128,189
Since Jan. 1, 1883	2,612,035	10,368,234	37,575,747	16,634,128	4,521,976	1,068,415
Since Jan. 1, 1883	2,811,907	14,788,509	38,010,811	13,691,271	5,899,101	1,298,767
Since Jan. 1, 1883	2,444,875	9,984,073	37,157,063	12,272,598	3,511,291	713,469

In corn, Chicago thus suffered a diminution of over 1,100,000 bushels, or about 33 per cent, which must have been an important item with the principal corn carriers. The movement to the Northwestern markets last year was pretty good, in contradistinction to that to Western and Southwestern markets, where it was quite small; but there is little or no improvement, even at these latter points, in the present year. It was noted above that in some sections the grain movement in April, 1884, had been smaller even than in 1882, when only a mere remnant of the short crop of 1881 remained to come forward, and it will be seen by the table given that the same is also true of the movement at all the ports in the aggregate—especially in the case of corn and wheat. Of corn, for instance, the

receipts this year were only 4,767,584 bushels, against 5,573,299 in 1883 and 6,462,553 bushels in 1882. The falling off in the present year, however, it should be borne in mind, is almost wholly due to the diminished receipts at Chicago, some of the ports—notably St. Louis—showing a small increase, though still others exhibit, with Chicago, a decrease.

Influenced in part by the varying movement of grain, the roads in the territory east of the Mississippi and north of the Ohio, report varying results—some an increase, others a decrease, there being the same irregularity in their returns there was a year ago in the same month. As a rule, those that in 1883 recorded gains, this year have losses, and *vice versa*. Among such may be mentioned the Peoria Decatur & Evansville, the Cleveland Akron & Columbus, the Evansville & Terre Haute, the Indiana Bloomington & Western, and the St. Louis Alton & Terre Haute. Up in Wisconsin the Green Bay Winona & St. Paul also loses what it gained in 1883, but the Milwaukee Lake Shore & Western has a further improvement this year, and the Milwaukee & Northern is likewise doing well. Among Michigan roads, the Flint & Pere Marquette is rather conspicuous for a large loss, but that is probably to be ascribed to the same circumstance as in March, namely, interruption of traffic by floods.

Of the roads running South or Southwest from Chicago, the Illinois Central on the line from Chicago to New Orleans makes quite a large gain, and we should judge that this occurred wholly north of Cairo, in the State of Illinois, and not on the Southern Division, since the road delivered only 5,110 bales of cotton at New Orleans in April 1884, against 21,161 bales in April, 1883. The Chicago & Eastern Illinois, on the other hand, has a pretty big decrease, in addition to the merely nominal loss of a year ago. The roads that connect with the Southwest again give a very good account of themselves. The Chicago & Alton continues to swell its receipts in a moderate way, while the St. Louis & San Francisco makes most noteworthy improvement. The latter road in 1883 added \$31,000 to its earnings, but this year has a further addition of nearly \$90,000. The Kansas City Fort Scott & Gulf, and its Memphis connection, the Kansas City Springfield & Memphis, also report an increasing business. On the Gould roads the figures have been withheld since the first of the year, but a brief statement covering the fourth week of April has within the last few days found its way into print. According to this, there was in this period an increase over last year of about \$15,000 on the Missouri Pacific of \$18,000 on the Central Branch, of \$22,000 on the Iron Mountain, and of \$28,000 on the Wabash, while the Missouri Kansas & Texas, the International & Great Northern, and the Texas & Pacific, had decreases ranging from \$3,000 to \$5,000, that on the Texas & Pacific being ascribed to the non-working of a portion of the New Orleans Pacific road, because of the damage caused by the high water in the Mississippi. Figures covering a single week, like these, never have any great value, but in the present instance especially they should not be taken as a criterion of what preceding weeks have shown, since the fourth week of April last year was one when the results were rather poor, the Iron Mountain, the International & Great Northern, the Wabash, and the Texas & Pacific, having all shown a decrease then (though previously they had been showing an increase), and that, of course, would make the comparison now more favorable. It is easy to see how the Missouri Pacific might make steady gains by reason of the excellent harvest that the State of Kansas has been blessed with, and also by the extension of new lines further into that territory, the St. Louis Fort Scott



& Wichita (which gives its traffic to the Missouri Pacific and which earned \$32,000 this April against \$15,000 last April), being an instance of this latter kind; but it does not seem likely that the reduced movement of cotton in Texas, which is such an important item of traffic on the roads in the extreme Southwest, should not have left some decided mark on the earnings of the lines chiefly affected, though, of course, to a very much smaller degree in April than in the months preceding, the Gulf Colorado & Santa Fé (which is not a Gould road), actually recording an increase this time. How very small the cotton movement has been this year, not only in Texas but all over the South, is shown in the subjoined table, in our usual form.

RECEIPTS OF COTTON AT SOUTHERN PORTS IN APRIL AND FROM JAN. 1 TO APRIL 30, 1884 1883 AND 1882.

PORTS.	April.			Since January 1.		
	1884.	1883.	1882.	1884.	1883.	1882.
Galveston.....bales.	6,792	46,150	17,099	125,239	291,141	102,344
Indianola, &c.....	118	424	148	821	2,641	2,855
New Orleans.....	28,940	82,750	28,790	403,145	709,776	287,643
Mobile.....	6,098	5,385	8,142	53,804	93,026	61,182
Florida.....	1,768	2,888	174	17,407	8,982	8,437
Savannah.....	5,922	28,817	14,655	115,235	213,359	152,174
Brunswick, &c.....	200	.....	.....	1,462	200	500
Charleston.....	3,932	15,546	8,419	86,675	153,042	91,738
Port Royal, &c.....	362	1,536	1,237	2,901	15,935	9,158
Wilmington.....	1,521	2,514	1,752	14,621	35,522	29,108
Morehead City, &c.....	148	680	360	2,309	8,322	10,476
Norfolk.....	6,692	34,667	17,200	146,483	257,222	170,237
West Point, &c.....	2,780	6,449	8,489	55,976	69,522	51,905
Total.....	65,303	228,029	106,595	1,010,058	1,858,690	977,577

Here we see that while the Gulf ports have sustained the heaviest falling off, almost every port shows a larger or smaller loss, and for April the aggregate receipts for the whole South reach only 65,303 bales, against 228,029 bales in the same month of 1883, and against even as much as 106,595 bales in April, 1882 (from the short crop of 1881). That Southern roads have done as well as they have, despite this heavy contraction in their principal item of traffic, is certainly a very encouraging feature. Of course those that are least dependent upon this staple make the best exhibits, but the decrease even on those that have a large cotton tonnage is in no case heavy, and moreover comes, as a rule, after an increase the previous year. Of the roads that rely least on cotton, the Louisville & Nashville is to be assigned leading position for its gains. The road had a small loss in 1883 (hardly more than nominal), but has now in 1884 an increase of \$156,000. At Mobile, it will be noticed, the cotton movement in April, though small, was somewhat larger than in 1883, and the Mobile & Ohio, which reported a loss of earnings in the latter year, this year has quite a handsome gain (over \$41,000). But the East Tennessee Va. & Ga., the Richmond & Danville lines, the Norfolk & Western, &c., also make very good exhibits. The Norfolk & Western, besides a diminished cotton traffic, also had a smaller coal traffic from the mines on its lines, but nevertheless is able to report some improvement in its earnings over 1883.

For the first four months of the year our statement makes a tolerably good showing. The amount of gain on the roads reporting an increase now more than offsets the loss on those reporting a decrease, so that the net result is an improvement of nearly 1½ million dollars over the same period a year ago. The number of roads that fail to equal 1883 is growing less, and is confined chiefly to lines within the States of Illinois, Ohio and Indiana (where an indifferent harvest last year operates to diminish the tonnage of many roads) or to such roads as the St. Paul and the Grand Trunk of Canada. The following table furnishes full details.

GROSS EARNINGS FROM JANUARY 1 TO APRIL 30.

Name of Road.	1881.	1883.	Increase.	Decrease.
Burl. Cedar Rap. & No.	\$ 40,752	\$ 855,570	\$	\$ 4,818
Canadian Pacific.....	1,127,777	1,082,297	45,480	
Central Iowa.....	447,243	373,896	73,347	
Chesapeake & Ohio.....	1,151,171	1,141,811	9,360	
Elliz. Lex. & Big Sandy.....	210,320	203,976	6,344	
Chicago & Alton.....	2,341,972	2,191,312	150,660	
Chic. & Eastern Illinois.....	457,027	514,485	57,458	
Chicago Milw. & St. Paul.....	6,523,000	6,322,245	199,245	
Chicago & Northwest.....	6,569,618	6,518,426	50,930	
Chic. St. P. Minn. & Omaha.....	1,881,106	1,168,884	211,242	
Chicago & West Mich.....	448,838	440,976	7,862	
Cin. Wash. & Baltimore.....	539,671	582,484	42,813	
Cleve. Akron. & Col.....	141,062	159,637	18,575	
Des Moines & Ft. Dodge.....	99,181	87,420	11,761	
Detroit Lansing & No.....	435,934	476,323	40,389	
East Tenn. Va. & Ga.....	1,248,261	1,248,266	25	
Evansv. & T. Haute.....	214,529	224,434	9,905	
Flint & Pere Marquette.....	811,221	822,102	10,881	
Florida Ry. & Nav. Co.....	354,175	297,225	56,950	
Ft. Worth & Denver.....	121,000	101,900	19,100	
Grand Tr. of Canada.....	5,163,091	5,793,288	630,197	
Green Bay Win. & St. P.....	116,364	121,161	4,797	
Gulf Island.....	523,545	559,773	36,228	
Ill. Cent. (Ill. line & So. D.).....	3,242,800	3,458,460	215,660	
Do (Ia. leased lines).....	526,800	610,666	83,866	
Indiana Bloom. & West.....	829,616	935,789	106,173	
Kan. City Ft. S. & Gulf.....	695,549	561,737	133,812	
Little Rock & Ft. Smith.....	153,280	169,292	14,012	
Little Rk. M. R. & Tex.....	107,268	134,548	27,280	
Long Island.....	424,545	552,759	128,214	
Louisville & Nashville.....	4,342,236	4,392,339	50,103	
Milw. L. Shore & West'n.....	312,140	295,251	16,889	
Milwaukee & Northern.....	163,320	142,615	20,705	
Mobile & Ohio.....	709,581	698,167	11,417	
Norfolk & Western.....	814,676	800,162	14,514	
Shenandoah Valley.....	233,090	213,803	19,287	
Northern Pacific.....	3,424,000	3,198,767	225,233	
Ohio Central.....	310,057	296,617	13,440	
Oregon Railway & Nav.....	1,800,836	1,430,625	370,211	
Peoria Dec. & Evansville.....	248,799	213,525	35,274	
Richmond & Danville.....	1,273,773	1,208,619	65,154	
Col. & Greenville.....	221,666	283,587	61,921	
Virginia Midland.....	456,951	446,224	10,727	
West. Nor. Carolina.....	127,341	95,580	31,766	
Rockester & Pittsburg.....	314,900	353,839	38,939	
St. L. A. & T. H. main line.....	481,432	496,228	14,796	
Do do (branches).....	267,855	275,385	7,530	
St. L. Ft. Scott & Wich.....	154,581	56,446	98,135	
St. Louis & S. Francisco.....	1,428,469	1,140,299	288,170	
St. Paul & Duluth.....	286,292	296,932	10,640	
St. Paul Minn. & Man.....	2,361,533	2,421,205	59,672	
Total (51 roads).....	57,282,867	55,792,460	3,178,906	1,688,559
Net increase.....			1,490,347	

\* Includes three weeks only of April in each year.

† From January 1 to April 26.

Net earnings for March and the first quarter of the year are to hand for a number of leading companies, but they show no uniform result, and can not very well be treated as a whole. Different localities present different exhibits, while even the roads in the same section do not afford any similarity of showing. We have in previous issues discussed the returns of the Pennsylvania and the Philadelphia & Reading, and in another column to-day comment on the March exhibit of the Burlington & Quincy, and the Atchison Topeka & Santa Fé. Of other roads the Norfolk & Western and Shenandoah Valley have this time, from special causes, a decrease in net, as against an increase in former months. But the Mobile & Ohio, whose figures cover April, by a concurrent increase of earnings and decrease of expenses, is able to report quite an important addition to its net result. The Nashville Chattanooga & St. Louis has a small decrease, and the Northern Central also falls behind last year. So, too, does the Louisville & Nashville. The Denver & Rio Grande has net of only \$17,750 in 1884, against \$204,223 in March, 1883, and it is said that snow-storms and snow-slides are in great part responsible for the poor showing made. Following are all the roads from which returns can be obtained for publication.

GROSS AND NET EARNINGS TO LATEST DATES.

NAME.	March.			Jan. 1 to Mch. 31.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings.
Atch. Topeka & Santa Fe*.....	\$ 1,404,056	\$ 677,394	\$ 726,763	\$ 3,744,421	\$ 1,918,192
1883.....	1,415,514	693,161	722,353	3,514,812	1,966,390
Burl. Cedar Rap. & North.....	217,349	152,352	64,997	633,176	179,899
1883.....	252,413	171,549	80,864	677,317	141,346
Chicago Burl. & Quincy.....	2,106,628	1,021,311	1,085,317	5,723,261	2,678,397
1884.....	2,390,551	1,020,119	1,370,432	5,633,265	2,667,585
Denver & Rio Grande.....	433,065	435,255	17,750	1,332,076	184,543
1883.....	548,980	344,337	204,643	1,403,877	461,379
Des Moines & Ft. Dodge.....	15,560	19,624	5,066	70,279	52,686
1883.....	28,320	19,035	9,285	70,511	15,319
Louisville & Nashville.....	1,187,738	766,563	421,175	3,242,486	1,026,921
1883.....	1,141,337	690,045	451,292	3,274,579	1,177,637
Missouri Pacific.....	.....	.....	.....	3,977,280	1,767,393
1883.....	.....	.....	.....	4,031,629	1,714,976
Nashv. Chatt. & St. Louis.....	276,819	118,880	157,939	604,266	253,945
1884.....	266,164	175,694	89,470	598,810	264,744

\* Including Southern Kansas in both years.



NAME.	March.			Jan. 1 to Mch. 31.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings.
N. Y. & New England—					
1884.	\$ 238,181	\$ 237,450	\$ 731	758,750	113,063
1883.	293,311	255,839	40,482	779,703	4,612
Rock & Western—					
1884.	210,398	174,083	36,315	618,073	247,596
1883.	217,334	113,550	103,984	600,169	250,567
Summerville Valley—					
1884.	59,561	51,137	8,424	174,225	17,859
1883.	61,416	50,074	11,342	153,120	def. 4,738
Northern Central—					
1884.	462,564	250,431	212,133	1,271,023	438,601
1883.	506,805	302,356	204,509	1,492,983	492,440
Penn. (all lines east of Pitts-					
burg & Erie)—					
1884.	4,002,627	2,508,076	1,494,551	11,003,593	3,605,296
1883.	4,189,380	2,733,953	1,455,427	11,830,952	4,203,179
Philadelphia & Erie—					
1884.	285,409	168,232	117,150	747,667	256,502
1883.	308,069	187,612	120,457	934,472	321,483
Philadelphia & Reading +—					
1884.	1,426,180	937,843	518,337	4,192,509	1,446,802
1883.	1,009,241	787,498	221,743	4,731,878	1,992,181
Central of New Jersey—					
1884.	731,984	531,326	200,738	2,103,417	609,030
1883.	731,984	531,326	200,738	2,103,417	609,030
Phila. & Read. Coal & Iron—					
1884.	914,465	1,029,066	df. 115,201	2,850,394	df. 397,644
1883.	1,169,483	1,148,725	11,758	3,035,021	5,279
Rome Wat. & Ogdensburg—					
1884.	133,163	89,021	47,142	327,546	64,261
1883.	120,624	120,067	def. 43	327,045	def. 12,750
Utah Central—					
1884.	81,529	46,391	35,208	232,315	82,290
1883.	104,069	50,053	54,016	392,730	156,990
West Jersey—					
1884.	82,403	50,746	31,747	188,979	82,353
1883.	76,349	47,179	29,170	230,732	71,249

NAME.	April.			Jan. 1 to Apr. 30.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings.
Mobile & Ohio—					
1884.	\$ 170,000	\$ 125,000	\$ 45,000	706,584	190,584
1883.	128,806	133,203	df. 4,397	608,167	147,753
Oregon Ry & Nav. Co.—					
1884.	432,000	200,700	171,900	1,000,800	.....
1883.	399,299	220,453	178,847	1,434,623	.....

NAME.	February.			Jan. 1 to Feb. 29.	
	Gross Earnings.	Operating Expenses.	Net Earnings.	Gross Earnings.	Net Earnings.
Chesapeake & Ohio—					
1884.	\$ 260,072	\$ 159,016	\$ 101,056	546,603	132,633
1883.	253,446	192,079	69,736	506,416	191,031
Elizab. Lex. & Big Sandy—					
1884.	55,940	37,055	8,294	93,337	11,800
1883.	55,408	47,215	8,283	103,391	10,408
Union Pacific—					
1884.	1,547,069	1,201,018	346,051	3,056,877	580,445
1883.	1,673,241	1,407,551	265,770	3,559,078	1,563,502

+ Not embracing operations of Central of New Jersey.

### THE CRISIS IN EGYPTIAN AFFAIRS.

The Egyptian difficulty continues to command a large share of public attention. In the situation itself there is nothing absolutely new. It is more apparent that the joint administration is a failure, and that Great Britain must either resign the management of affairs into the hands of the Egyptian officials, contenting herself with supervision, as Nubar Pasha suggests, or assume unqualified control. As things are, responsibility is divided, and confusion, especially in the interior of the country, is becoming daily more evident. General Gordon remains shut up in Khartoum; and his letter to Sir Evelyn Baring, read the other night in the House of Commons, has made it plain to the British public and to the world generally that he considers himself the victim of a heartless or incompetent administration.

The one feature of novelty given to the general subject is derived from the coming Congress, which, at the request of the British Government, is to meet in London the first week in June, and the attention of which, it is understood, is to be exclusively confined to the financial affairs of Egypt. It is reasonable to take it for granted that Mr. Gladstone has some distinct and well-defined proposals to make to the assembled plenipotentiaries. But what these proposals are has not yet been very clearly divulged. It is understood that the Government has accepted the recommendation of Sir Evelyn Baring that there should be an extension of time allowed for the payment of the interest now becoming due, and that, among other changes of a more or less radical character, foreigners should be placed on the same level with the natives in regard to taxation.

But has this Congress been convened merely for the purpose of obtaining the consent of the Powers to such changes in the management of the financial affairs of Egypt? It seems hardly a sufficient cause for such a Conference. Italy

and France are the only parties besides Great Britain who have any great interest in Egyptian finance; and France claims to hold more than half the Egyptian debt. If such changes are necessary, why not arrange with France? There is no evidence that, if the British Government could have come to a satisfactory arrangement with France, any of the other Powers would have offered objections. Italy would have followed France. If France had refused her consent, it would still have been competent for Great Britain to act on her own responsibility, and to do the best she could in the circumstances. As it is, by calling a Conference, Mr. Gladstone seems, at least, to have placed his country, in its particular relations with Egypt, at the mercy of Europe. A Conference after Tel-el-Kebir would have had about it an air of dignity. A Conference now, after some eighteen months of ineffectual effort, has the appearance of a confession of defeat.

Under these circumstances, the patience which the general British public have manifested is something exceptional in British history; and it goes very far to show the faith which they have in the uprightness, the patriotism and the ability of the statesman who is now at the head of affairs. It would seem, however, as if their patience was at last nearly exhausted; and recent demonstrations of public opinion, in circumstances which have given to the demonstrations peculiar and exceptional significance, leave little room to doubt that a political crisis has at last been reached. It is a sure sign of change when the London *Times* abandons the Administration; and its utterances within the last few days furnish positive proof that it, too, has become impatient of the Government's policy of indecision and delay. The *Times* has lent its weight to the motion tabled by Sir Hicks Beach, and which, on an early day, will bring under review in the House of Commons the whole policy of the Government regarding Egypt. The debate will be one of commanding interest; and at the present moment it is extremely doubtful how it may result. A vote of censure in ordinary circumstances is followed by the resignation of Ministers. But, with the Congress on hand and the Franchise Bill not yet passed into law, it is doubtful whether disapproval of his Egyptian policy would be regarded by Mr. Gladstone as a sufficient reason for abandoning the helm at the present juncture. The mere possibility, however, of such a result shows the gravity of the situation. Possible as it is, Mr. Gladstone's defeat is by no means certain. He has a powerful following in the House; and it is doubtful whether, among that following, the feeling of the country is fully reflected. Mr. Gladstone, in view of the coming Congress, has the best of reasons for refusing to be catechised as to his future policy regarding Egypt; and it will not be at all a surpris if he should be strong enough to compel the House to halt in its endeavor to force a dissolution. A general election could hardly fail to result in a Tory triumph; but that is the very reason why in the approaching debate the Liberal members are likely to support their chief.

In spite of present appearances to the contrary, Mr. Gladstone may successfully meet all these troubles. Intellectually, at least, he has shown no signs of waning powers; and it is difficult to conceive how a man so fruitful in resources as he has proved himself to be should not have seen his way to success by the policy he has been pursuing. We evidently do not know all. We do not know his plans. It may be that there is something which he wishes to do, which he has not yet done, and that there is some barrier which he wants to have removed so as to clear the way for action. If his Ministry should survive the coming debate, and if he should succeed in bringing about a satisfactory settlement of Egyptian affairs with the consent of Europe, it would be a very gratifying close to an already long and surpassingly brilliant career.

**MR. GOWEN ON THE READING RAILROAD.**

We gladly give place to the following letter from Mr. Gowen. It calls for no comment from us.

CRESHEIM—MOUNT AIRY, PHILADELPHIA, May 6, 1884.

To the Editor of the COMMERCIAL and FINANCIAL CHRONICLE.

The statement in your issue of May 3d that the earnings of the Philadelphia & Reading Railroad Company for the four months ending March 31st of the present year show a relative loss of over \$2,100,000 as compared with those of the same time last year, while entirely correct, may lead to very erroneous conclusions and do great injury to innocent holders of the property unless explained. For years the productive capacity of the anthracite mines has been in excess of the demand, and over-production has been prevented by voluntary suspensions of mining, which last year amounted to 60 days, of which 51 days were within the fiscal year of the Philadelphia & Reading Railroad Company which ended November 30, 1883. The latter company has always endeavored to induce the other companies to throw all the suspensions of mining into the winter months; but as the Philadelphia & Reading Railroad Company was shut off in the past, by the closing of the canals, from supplying the New York market in winter, the other companies having railroad connections with New York were unwilling to increase the winter suspensions. Since the acquisition of the Central Railroad Company of New Jersey, the Reading Railroad Company has been placed on terms of equality with the other companies for the winter trade of New York, and for the present year the companies have voluntarily agreed to increase the winter suspensions to such an extent that for the months of December, January, February and March last they have amounted to 48 days, as against but 24 days of idleness in the corresponding months of last year. The expected decrease of earnings was pointed out in the last annual report of the company, and is not so great as might have been expected from the increased number of idle days.

For the four mos. named last year the net earnings were. \$2,841,243 73  
For the same four months this year. \$2,597,635 81  
Increased fixed charges on account of

Central RR. of New Jersey lease.....	1,898,189 72—	699,446 09
Relative loss in earnings.....		\$2,141,797 64
Of this the loss on Central New Jersey lease was.....		958,864 28

Balance, representing loss of Reading RR. Company net earnings due to increased suspensions of mining.....\$1,182,933 36

Or the same result is obtained thus:

Four months' earnings last year.....	\$2,841,243 73
Same months this year.....	\$2,597,635 81
Net earnings Central New Jersey.....	939,325 41—
	1,652,310 37

Balance, same as above.....\$1,182,933 36

The loss of \$958,864 28 in the working of the Central New Jersey lease must be expected in the winter months, when the coal trade is suspended, and when the monthly rental goes on, and will be made up in the latter part of the year; and I doubt very much whether, in the previous history of the Reading Railroad Company during the last five years, any period of time having twenty-four more idle days in coal mining, than a corresponding period in another year, can be found in which the loss resulting from such increased suspension of mining was not greater than \$1,182,933 36. As against the 51 days of idleness in its last fiscal year—suspensions of mining amounting to 63 days have been agreed upon for the present fiscal year, viz., 48 in December, January, February and March, 6 in April and 9 in May. These 63 days of idleness should be sufficient to do away with the necessity for further restrictions of production prior to November 30 next. And if the Philadelphia & Reading Railroad Company can have full time in the coal trade after June 1, it will soon make up what it has lost in the earlier months.

Although I am no longer connected in any manner with the management of the company, I cannot but feel a deep personal interest in its success; and I trust you will do me the kindness to publish this letter in the next issue of your paper, for the information of those who hold its securities. Very respectfully,

FRANKLIN B. GOWEN.

### IMPORTS AND EXPORTS FOR MARCH, 1884, AND FOR THE NINE AND TWELVE MONTHS ENDED MARCH 31, 1884.

[Prepared by the Bureau of Statistics and corrected to April 22, 1884.]

Below is given the ninth monthly statement for the current fiscal year of the imports and exports of the United States.

The excess of the value of exports over imports or of imports over exports of merchandise was as follows:

Month ended March 31, 1884 (excess of imports).....	\$5,007,115
Three months ended March 31, 1884 (excess of exports).....	21,210,007
Nine months ended March 31, 1884 (excess of exports).....	83,226,730
Three months ended March 31, 1883 (excess of exports).....	105,410,462

The total values of imports and of domestic and foreign exports for the month of March, 1884 and 1883, and for the

nine and twelve months ended March 31, 1884 and 1883, are presented in the following tables:

	MERCHANDISE.		
	For the month of March.	For the 9 months ended March 31.	For the 12 months ended March 31.
1884.—Exports—Domestic.....	\$54,822,812	\$577,133,256	\$744,973,324
Foreign.....	1,395,893	11,279,265	16,759,907
Total.....	\$56,218,705	\$588,412,521	\$761,733,231
Imports.....	61,225,820	505,185,758	683,258,442
Excess of exports over imports.....	\$1,226,763	\$1,226,763	\$78,474,789
Excess of imports over exports.....	5,007,115		
1883.—Exports—Domestic.....	\$75,575,318	\$636,383,364	\$790,008,790
Foreign.....	2,076,502	14,135,128	18,719,022
Total.....	\$77,651,820	\$650,518,492	\$808,727,812
Imports.....	60,780,863	545,108,030	742,500,875
Excess of exports over imports.....	\$16,871,217	\$105,410,462	\$66,218,927
Excess of imports over exports.....			

GOLD AND SILVER—COIN AND BULLION.			
1884.—Exports—Dom.—Gold.....	\$10,460,215	\$14,186,070	\$15,284,162
do Silver.....	1,123,014	11,432,801	15,173,919
Foreign—Gold.....	1,763,920	3,005,393	5,439,771
do Silver.....	955,089	8,791,326	10,472,709
Total.....	\$14,312,238	\$37,415,590	\$46,420,561
Imports—Gold.....	\$900,801	\$16,117,358	\$19,058,970
Silver.....	1,203,677	11,470,826	13,992,358
Total.....	\$2,104,478	\$27,588,184	\$33,051,328
Excess of exports over imports.....	\$12,207,760	\$9,827,606	\$13,369,033
Excess of imports over exports.....			
1883.—Exports—Dom.—Gold.....	\$165,680	\$7,822,817	\$23,505,864
do Silver.....	1,321,105	8,961,154	11,762,789
Foreign—Gold.....	118,500	365,938	795,959
do Silver.....	1,626,369	5,666,353	7,023,686
Total.....	\$3,241,654	\$22,816,302	\$48,178,412
Imports—Gold.....	\$3,244,859	\$14,792,537	\$15,805,606
Silver.....	1,522,888	8,233,810	10,716,411
Total.....	\$4,767,747	\$23,026,347	\$26,522,017
Excess of exports over imports.....	\$1,526,935	\$8,023,765	\$21,656,395
Excess of imports over exports.....			

TOTAL MERCHANDISE AND COIN AND BULLION.			
1884.—Exports—Domestic.....	\$66,406,041	\$602,752,127	\$775,431,605
Foreign.....	4,124,902	23,075,984	32,722,387
Total.....	\$70,530,943	\$625,828,111	\$808,153,992
Imports.....	63,330,298	532,773,742	716,310,170
Excess of exports over imports.....	\$7,200,645	\$93,054,369	\$91,843,822
Excess of imports over exports.....			
1883.—Exports—Domestic.....	\$77,072,103	\$653,167,335	\$830,367,524
Foreign.....	3,821,371	20,166,519	26,538,690
Total.....	\$80,893,474	\$673,333,854	\$856,906,214
Imports.....	65,548,350	568,133,877	769,030,892
Excess of exports over imports.....	\$15,345,124	\$105,199,977	\$87,875,322
Excess of imports over exports.....			

The following is a statement showing, by principal customs districts, the values of merchandise imported into, and exported from, the United States during the month of March, 1884, and the values of imported merchandise remaining in the warehouses of the United States March 31, 1884:

Customs Districts.	Imports.	Domestic Exports.	Foreign Exports.	Remain'g in whar'ns Mar. 31, '84
Alexandria, Va.....	\$	30,736	\$	\$
Apalachicola, Fla.....	821	41,252		451
Baltimore, Md.....	1,274,145	2,431,159	1,634	191,416
Bangor, Me.....	39,284			
Bath, Me.....	192			88,689
Beaufort, S. C.....		109,920		
Boston & Charles'n, Mass.....	6,949,584	4,779,209	165,816	6,546,991
Brazos de Santiago, Tex.....	83,253	59,635	6,423	
Brunswick, Ga.....		227,126		
Buffalo Creek, N. Y.....	358,796	19,393	1,008	3,405
Cape Vincent, N. Y.....	19,942	8,786		
Champlain, N. Y.....	203,277	45,723	95	
Charleston, S. C.....	43,854	1,903,406	147	367
Chicago, Ill.....	523			473,969
Corpus Christi, Texas.....	59,028	106,659	7,218	98
Detroit, Mich.....	196,597	307,057	3,083	80,597
Fernandina, Fla.....		28,839		1,950
Galveston, Texas.....	110,587	1,965,925	828	52,292
Huron, Mich.....	316,554	267,276	37,101	
Key West, Florida.....	49,206	23,092		84,400
Minnesota, Minn.....	38,540	262,087		3,219
Mobile, Ala.....	4,705	390,040		37,017
New Haven, Conn.....	49,785			34,603
New Orleans, La.....	1,566,904	8,621,673	10,427	391,809
New York, N. Y.....	42,764,299	22,280,746	817,252	20,318,906
Niagara, N. Y.....	349,999	70		
Norfolk and Portsm'th, Va.....	2,786	507,567		
Oregon, Oregon.....	38,227			
Oswegatchie, N. Y.....	131,559	145,413		7,488
Oswego, N. Y.....	21			31,707
Paso del Norte, Tex. & N.M.....	57,297		165,459	1,049
Pasamunquoddy, Me.....	29,519	39,729		8,238
Pearl River, Miss.....		99,799		
Pensacola, Fla.....	6,698	357,192	595	
Philadelphia, Pa.....	3,575,464	2,688,544	3,963	2,055,691
Portland & Falmouth, Me.....	337,592	978,410	10,329	126,823
Portsmouth, N. H.....	9			39,371
Providence, R. I.....	26,396			21,489
Puerto Sound, Wash. Ter.....	8,954	131,064	101,792	
Richmond, Va.....	23	141,357		74,344
Salem and Beverly, Mass.....			4,423	
Saluria, Texas.....	19,376	110,252		
San Francisco, Cal.....	2,031,477	3,376,944	58,275	1,681,497
Savannah, Ga.....	14,488	1,720,640		3,186
Teche, La.....	22,565	400		
Vernont, Vt.....	403,526	144,266		20,190
Willamette, Oregon.....	14,548	110,461		26,464
Wilmington, N. C.....	12,408	179,353		
Yorktown, Va.....	1,832	131,157		148,395
Interior ports.....				98,439
All other customs districts.....	28,460	40,521	23	
Totals.....	61,225,820	54,822,812	1,395,893	33,330,212



THE DEBT STATEMENT FOR APRIL, 1884.

The following is the official statement of the public debt as it appears from the books and Treasurer's returns at the close of business on the last day of April, 1884:

INTEREST-BEARING DEBT

Character of Issue.	Authorizing Act.	When Payable.	Interest Periods.	Amount Outstanding.	
				Registered.	Coupon.
2s of 1882..	July 12, '82	At option.	Q-A	\$254,621,950	\$.....
4s of 1891 '70 and '71	Sept. 1, '91	Q-M		193,561,650	56,438,350
4s of 1907..	July 1, 1907	Q-J		587,315,200	150,336,750
				\$1,035,498,800	\$208,775,100
4s, ref. cts.	Feb. 26, '79				\$298,450
3s, navy p.d.	July 23, '68				14,000,000
Aggregate of interest-bearing debt....				\$1,256,572,350	

On the foregoing issues there is a total of \$2,142,709 interest over-due and not yet called for. The total current accrued interest to date is \$6,384,499.

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

There is a total of over-due debt yet outstanding, which has never been presented for payment, of \$12,128,405 principal and \$313,686 interest. Of called bonds embraced in this total the principal is as follows: 5-20s of 1862, \$353,400; do 1864, \$49,400; do 1865, \$80,050; consols of 1865, \$278,900; do 1867, \$556,500; do 1868, \$97,150; 10-40s of 1864, \$130,400; funded loan of 1881, \$298,600; 3s certis, \$5,000; 6s of 1881, continued at 3½ per cent, \$262,750; 6s of 1883, continued at 3½ per cent, \$45,850; 5s of 1881, continued at 3½, \$717,800; loan of 1882, 2s, \$8,287,100.

DEBT BEARING NO INTEREST.

Character of Issue.	Authorizing Act.	Amount.
Old demand notes....	July 17, '61; Feb. 12, '62	\$58,505
Legal-tender notes....	Feb. 25, '62; July 11, '62; Mar. 3, '63	346,681,016
Certificates of deposit....	June 8, '72	15,025,000
Gold certificates....	March 3, '63; July 12, '82	101,116,200
Silver certificates....	February 28, '78	116,374,231
Fractional currency....	July 17, '62; Mar. 3, '63; June 30, '64	\$15,359,041
Less amt. est'd lost or destr'ed, act J'e 21, '79		8,375,934
Aggregate of debt bearing no interest.....		\$586,238,059
Unclaimed Pacific Railroad interest.....		4,229

RECAPITULATION.

	Amount Outstanding.	Interest.
Interest-bearing debt—		
Bonds at 4½ per cent.....	\$250,000,000	
Bonds at 4 per cent.....	737,651,950	
Bonds at 3 per cent.....	254,621,950	
Refunding certificates.....	298,450	
Navy pension fund.....	14,000,000	
Total interest-bearing debt.....	\$1,256,572,350	\$8,527,208
Debt on which int. has ceased since maturity	12,128,405	313,686
Debt bearing no interest—		
Old demand and legal-tender notes.....	346,739,521	
Certificates of deposit.....	15,025,000	
Gold and silver certificates.....	217,490,431	
Fractional currency.....	6,983,107	
Total debt bearing no interest.....	\$586,238,059	
Unclaimed Pacific Railroad interest.....		4,229
Total.....	\$1,854,938,814	\$8,845,125
Total debt, principal and interest, to date		\$1,863,783,939
Total cash in Treasury.....		399,753,205
Debt, less cash in Treasury, May 1, 1884.....		\$1,464,030,733
Debt, less cash in Treasury, April 1, 1884.....		1,469,262,809
Decrease of debt during the past month.....		\$5,232,075
Decrease of debt since June 30, 1883.....		\$87,060,473
CURRENT LIABILITIES—		
Interest due and unpaid.....		\$2,142,709
Debt on which interest has ceased.....		12,128,405
Interest thereon.....		313,686
Gold and silver certificates.....		217,490,431
U. S. notes held for redemption of certificates of deposit.		15,025,000
Cash balance available May 1, 1884.....		152,652,973
Total.....		\$399,753,205
AVAILABLE ASSETS—		
Cash in the Treasury.....		\$399,753,205

BONDS ISSUED TO THE PACIFIC RAILWAY COMPANIES.

INTEREST PAYABLE BY THE UNITED STATES.

Character of Issue.	Amount outstanding.	Interest paid by U. S.	Interest repaid by transportation	Balance of interest paid by U. S.
Central Pacific..	\$25,885,120	\$24,229,108	\$4,756,630	\$18,824,206
Kansas Pacific..	6,303,000	6,318,423	3,055,243	3,263,180
Union Pacific....	27,236,512	25,774,945	9,898,271	15,876,674
Central Br. U. P..	1,600,000	1,597,808	162,409	1,428,480
Western Pacific..	1,970,560	1,727,365	9,367	1,717,998
Sioux City & Pac.	1,628,320	1,513,147	139,928	1,382,218
Total.....	\$64,625,512	\$61,160,798	\$18,012,840	\$42,492,759

The Pacific Railroad bonds are all issued under the acts of July 1, 1862, and July 2, 1864; they are registered bonds in the denominations of \$1,000, \$5,000 and \$10,000; bear 6 per cent interest in currency, payable January 1 and July 1, and mature 30 years from their date.

UNITED STATES TREASURY STATEMENT.

The following statement, from the office of the Treasurer, was issued this week. It is based upon the actual returns from Assistant Treasurers, depositaries and superintendents of mints and assay offices:

LIABILITIES, APRIL 30, 1884.

Post-office Department account.....	\$6,868,315 42
Disbursing officers' balances.....	25,466,469 18
Fund for redemption of notes of national banks "failed," "in liquidation," and "reducing circulation".....	38,652,016 10
Undistributed assets of failed national banks.....	479,689 21
Five per cent fund for redemption of nat'l bank notes.....	13,889,996 09
Fund for redemption of national bank gold notes.....	197,709 00
Currency and minor-coin redemption account.....	34,571 47
Fractional silver-coin redemption account.....	63,617 75
Interest account, Pacific Railroads and L. & P. Canal Co	1,050 00
Treasurer U. S., agent for paying interest on D. C. bonds	81,102 88
Treasurer's transfer checks and drafts outstanding.....	9,759,842 70
Treasurer's general account.....	
Interest due and unpaid.....	\$2,142,709 47
Matured bonds and interest.....	316,116 40
Called bonds and interest.....	11,362,411 69
Old debt.....	763,563 54
Gold certificates.....	101,116,200 00
Silver certificates.....	116,374,231 00
Certificates of deposit.....	15,025,000 00
Balance, including bullion fund.....	153,347,684 06
Total Treasurer's general account.....	\$400,447,916 16
Less unavailable funds.....	694,710 31
	\$399,753,205 85

ASSETS, APRIL 30, 1884.

Gold coin.....	\$150,638,693 67
Gold bullion.....	45,686,932 05
Standard silver dollars.....	130,314,065 00
Fractional silver coin.....	29,158,480 47
Silver bullion.....	5,150,842 97
Gold certificates.....	44,415,395 00
Silver certificates.....	20,876,230 00
United States notes.....	45,765,333 28
National bank notes.....	9,950,325 54
National bank gold notes.....	
Fractional currency.....	5,979 40
Deposits held by national bank depositaries.....	12,048,744 30
Minor coin.....	726,924 10
New York and San Francisco exchange.....	
One and two-year notes, &c.....	10 50
Redeemed certificates of deposit, June 8, 1872.....	105,000 00
Quarterly interest checks and coin coupons paid.....	290,090 42
United States bonds and interest.....	
Interest on District of Columbia bonds.....	99 60
Speaker's certificates.....	117,599 35
Pacific Railroad interest paid.....	
	\$495,251,565 65

Monetary & Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Apr. 25.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam.....	Short.	12 0½ @ 12 1¼	Apr. 25	Short.	12 03½
Amsterdam.....	3 mos.	12 3¼ @ 12 3¾	Apr. 25	Short.	20 42
Hamburg.....	"	20 59 @ 20 63	Apr. 25	"	20 40½
Berlin.....	"	20 60 @ 20 64	Apr. 25	"	25 40
Frankfurt.....	"	20 60 @ 20 64	Apr. 25	"	25 40
Vienna.....	"	12 25 @ 12 30	Apr. 25	"	25 22
Antwerp.....	"	25 40 @ 25 45	Apr. 25	"	25 18½
Paris.....	"	25 35 @ 25 40	Apr. 25	Checks	25 19
Paris.....	Checks	25 17½ @ 25 22½	Apr. 25	3 mos.	25 19
St. Petersburg.....	3 mos.	2 1¼ @ 2 1½	Apr. 25	"	24 1½
Genoa.....	"	25 42½ @ 25 47½			
Madrid.....	"	46 ¾ @ 46 ½	Apr. 25	"	47 30
Cadiz.....	"	46 ¾ @ 46 ½			
Lisbon.....	"	52 ½ @ 52 ¼			
Alexandria.....			Apr. 25	3 mos.	97
Constant'ple.....			Apr. 25	"	110 12
New York.....	On dem.	48 ¾ @ 49 ¼	Apr. 25	Cables.	4 90
Bombay.....	60 days	18 7½ @ 18 7½	Apr. 25	"	18 7½
Calcutta.....	"	18 7½ @ 18 7½	Apr. 25	"	18 7½
Hong Kong.....	"		Apr. 24	4 mos.	38 ¾
Shanghai.....	"		Apr. 24	"	58 1½

[From our own correspondent.]

LONDON, Saturday, April 26, 1884.

America's gold continues to reach Europe in considerable quantities, but, owing to the very easy condition of the London market, the greater proportion is being sent to the Continent. For some time past the Continental exchanges have been somewhat adverse to us, and a few parcels have been taken from the Bank of England on Dutch account. The diversion to the Continent is largely due to the appearance of a new Russian loan, and the movement is favorable, as it shows that some profitable use is to be made of it in the construction of railways in the Russian empire. We have an accumulation of gold in this country which is more than adequate to all requirements, and it is quite probable that it will remain intact, if not increase, so long as there is so little enterprise. At the present time there is no tendency to improvement, although the money market is now extremely easy. The disposition is to operate with great caution in every department, though there is no reason for believing that any serious difficulties exist. During the current year, however, many arrangements have been made, and obviously there is a want of confidence. It is believed, therefore, that the process of recovery will continue to be slow.

No change was made by the directors of the Bank of England in their published rate of discount. The open market rates of discount have been falling, and the price of three



months' bank bills is as low as  $1\frac{1}{4}$  per cent, while short loans on approved security are obtainable at 1 per cent. The Bank of England return is favorable, and the proportion of reserve to liabilities has risen from 47.75 per cent to 49.04 per cent. At this date last year it was only 38 $\frac{1}{8}$  per cent. The total reserve, owing to a decrease of £212,920 in the note circulation, and an increase of £191,388 in the supply of gold, has been augmented to the extent of £404,308. The total reserve is now £15,777,330, against £11,323,013, and the supply of gold is £25,327,730, against £21,186,056 last year.

The following are the quotations for money and the interest allowed by the discount houses to-day and same day of the previous five weeks:

London	Bank Rate.	Open market rates.						Interest allowed for deposits by		
		Bank Bills.			Trade Bills.			Joint Stock Banks.	At Call.	Disc't H'ss At 7 to 14 Days.
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months			
Mar. 21	3	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2	2	2 $\frac{1}{2}$ @-2 $\frac{1}{2}$ @
" 28	3	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2	2	2 $\frac{1}{2}$ @-2 $\frac{1}{2}$ @
Apr. 4	2	2	2	2	2	2	2	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$ @-1 $\frac{1}{2}$ @
" 11	2 $\frac{1}{2}$	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$ @-1 $\frac{1}{2}$ @
" 18	2 $\frac{1}{2}$	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$ @-1 $\frac{1}{2}$ @
" 25	2 $\frac{1}{2}$	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	2 $\frac{1}{2}$ @	—	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$ @-1 $\frac{1}{2}$ @

The following return shows the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule twist, fair 2d quality, and the Clearing House return for the past week, compared with previous years:

	1884.	1883.	1882.	1881.
Circulation.....	25,300,400	25,613,045	25,936,185	26,256,115
Public deposits.....	7,153,257	6,847,735	5,628,993	6,829,563
Other deposits.....	24,829,297	22,634,063	24,917,529	25,183,791
Government securities.....	12,436,202	14,334,917	13,382,967	15,402,590
Other securities.....	21,611,951	21,651,236	21,401,543	18,600,534
Reserve of notes & coin.....	15,777,330	11,323,013	13,590,852	15,397,193
Gold and bullion in both departments.....	25,327,730	21,186,058	23,777,067	26,403,253
Proportion of reserve to liabilities.....	49.04	38 $\frac{1}{8}$	44 $\frac{1}{8}$	40 $\frac{1}{4}$
Bank rate.....	2 $\frac{1}{2}$ p. c.	3 p. c.	3 p. c.	2 $\frac{1}{2}$ p. c.
Consols.....	102 $\frac{1}{2}$	102 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
Eng. wheat, av. price.....	37s. 3d.	41s. 8d.	46s. 3d.	44s. 9d.
Mid. Upland cotton.....	6 $\frac{1}{2}$ d.	6 $\frac{1}{2}$ d.	6 $\frac{1}{2}$ d.	6 $\frac{1}{2}$ d.
No. 40 mule twist.....	10d.	9 $\frac{1}{2}$ d.	9 $\frac{1}{2}$ d.	9 $\frac{1}{2}$ d.
Clearing-House ret'n.....	98,078,000	98,078,000	98,347,000	96,005,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Apr. 24.		Apr. 17.		Apr. 10.		Apr. 3.	
	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market	Bank Rate.	Open Market
Paris.....	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$
Berlin.....	4	3 $\frac{1}{2}$	4	3	4	2 $\frac{1}{2}$	4	3
Frankfort.....	—	3 $\frac{1}{2}$	—	3 $\frac{1}{2}$	—	2 $\frac{1}{2}$	—	3
Hamburg.....	—	3 $\frac{1}{2}$	—	3	—	2 $\frac{1}{2}$	—	3
Amsterdam.....	3 $\frac{1}{2}$	2 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Brussels.....	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$	3	2 $\frac{1}{2}$
Madrid.....	5	5	5	5	5	5	5	5
Vienna.....	4	3 $\frac{1}{2}$	4	3 $\frac{1}{2}$	4	3 $\frac{1}{2}$	4	3 $\frac{1}{2}$
St. Petersburg.....	6	5 $\frac{1}{2}$	6	5 $\frac{1}{2}$	6	6	6	6

In reference to the state of the bullion market during the past week, Messrs. Pixley & Abell observe:

Gold.—Further heavy shipments are reported from America, the amounts of which from that country being £1,850,000; the total exports from the United States to Europe have now reached £5,457,000. We also have to report the arrival of £530,400 by various steamers from New York, and of this amount the Bank of England has taken £192,000. The balance has been bought for India and Holland, the latter country having absorbed a large amount, including £32,000 in Dutch coin, sold by the Bank of England. £20,000 in sovereigns have been withdrawn for Lisbon. The "Cathay" takes £70,000 to Bombay and £2,000 to Madras.

Silver has improved in price since our last, and to-day 51d. could be obtained. Only £30,000 have arrived from New York, and the market is almost bare at the present moment. The P. & O. steamer takes £103,800 to Bombay and £45,000 to Calcutta, and the "Ravenna," sailing this day, takes £15,000 to Bombay.

Mexican Dollars.—With only one arrival of £9,000 from New York, there has been but little doing in these coins, and the last quotation at which business was done is 49 $\frac{1}{2}$ d., showing an advance of 3-16d. during the week. The "Ravenna" takes this afternoon £119,130 to Calcutta and the Straits.

The quotations for bullion are reported as follows:

Price of Gold.			Price of Silver.		
Apr. 24.	Apr. 17.		Apr. 24.	Apr. 17.	
Bar gold, fine.....oz.	77 9	77 9	Bar silver, fine.....oz.	51	50 $\frac{1}{2}$
Bar gold, contain'g			Bar silver, contain'g		
20 dwts. silver.....oz.	77 10 $\frac{1}{2}$	77 10 $\frac{1}{2}$	Ing 5 grs. gold.....oz.	51 $\frac{1}{2}$	51 $\frac{1}{2}$
Span. doubloons.....oz.	73 9 $\frac{1}{2}$	73 9 $\frac{1}{2}$	Cake silver.....oz.	55	54 $\frac{1}{2}$
S.A.M. doubloons.....oz.	73 8 $\frac{1}{2}$	73 8 $\frac{1}{2}$	Mexican dols.....oz.	49 $\frac{1}{2}$	49 9-16
U.S. gold coin.....oz.	76 3 $\frac{1}{2}$	76 3 $\frac{1}{2}$	Chilian dols.....oz.		
Ger. gold coin.....oz.					

Tenders will be received at the Bank of England on Tuesday week for £1,500,000 Treasury bills under the usual conditions. The subscription list of the new Russian 5 per cent railway

loan for £15,000,000 will, it is said, be opened in Berlin, Amsterdam and St. Petersburg on the 29th inst. The price of issue will be £89 per £100 bond. Although the loan will not be formally introduced here, coupons will be made payable in London.

Financially, the more prominent feature is the introduction of the Government financial statement, which is now being subjected to much criticism. This was natural when so important a proposal is made as a reduction in the interest on the national debt. Taken as a whole, the proposal has been favorably received, but it could only be accomplished in times when money is so cheap as it is at present. The Chancellor of the Exchequer offers to the holders of consols a 2 $\frac{1}{4}$  per cent stock at the rate of £102 of the new stock for each £100 of consols, or into 2 $\frac{1}{2}$  per cents, at the rate of £108 for each £100 of consols. The new 2 $\frac{1}{4}$  per cents are to be redeemable at any time after 1905, but the 2 $\frac{1}{2}$ s are not to be subject to redemption; £100 converted into 2 $\frac{1}{4}$  per cents will yield £2 16s. 1d. per cent, while the 2 $\frac{1}{2}$  per cents will yield £2 14s. per cent. The effect of the proposal on the Stock Exchange has been to cause a transfer of the 3 per cents into the existing 2 $\frac{1}{2}$  per cents, as well as into Indian Government and railroad securities. Three per cent consols have somewhat declined in value; but the 2 $\frac{1}{2}$  per cents and Indian securities have risen in price to a moderate extent. There has also been a moderate demand for municipal government securities.

The proposal of the Chancellor of the Exchequer regarding the light gold coinage, by issuing a new half-sovereign of less intrinsic value, is not very popular. Half-sovereigns are seldom exported, but it is to be feared that the sterling character of our present coinage would suffer were the change to be made. A remedy is no doubt difficult, as it is difficult to distribute the loss.

The wheat trade is regarded as being in a more satisfactory position, and is said to be firm. At Liverpool an advance is quoted; but there is no corresponding movement in London. The business doing is almost entirely for actual consumption, at full prices. The weather has become more seasonable, and a moderate quantity of rain has fallen. This will be beneficial, as we now expect vegetation to make steady progress. The crop prospects, both here and on the Continent, are favorable.

It is estimated that the following quantities of wheat, flour and Indian corn are now afloat to this country:

	At present.	Last week.	Last year.	1882.
Wheat.....qrs.	1,850,000	1,910,000	2,260,000	2,319,000
Flour.....	2,500,000	2,810,000	2,160,000	2,570,000
Indian corn.....	117,000	132,500	240,000	177,000

In the annexed return is shown the extent of the sales of home-grown wheat, barley and oats in the 187 principal markets of England and Wales during the first 34 weeks of the season, together with the average prices realized, compared with 150 markets in the three previous seasons:

	1883-84.	1882-83.	1881-82.	1880-81.
Wheat.....qrs.	2,614,273	1,721,983	1,465,643	1,247,204
Barley.....	2,959,659	1,913,954	1,538,055	1,649,291
Oats.....	423,969	225,399	197,254	151,129

	1883-84.	1882-83.	1881-82.	1880-81.
Wheat.....per qr.	39 3	41 4	46 5	42 9
Barley.....	32 5	34 5	32 8	33 0
Oats.....	19 9	21 1	20 11	24 3

Converting quarters of wheat into hundred-weights, the total sales in the whole kingdom are estimated as follows:

	1883-84.	1882-83.	1881-82.	1880-81.
Wheat.....cwt.	29,528,400	29,847,800	25,401,470	21,612,200

This aggregate is arrived at by multiplying the sales in the 187 markets above by 3 $\frac{1}{2}$ , and that result is reduced to cwt. by multiplying it by 4 $\frac{1}{2}$ . This proportion between the 187 markets and the totals for the kingdom is adopted by the London grain trade and is accepted by it as producing a result approximately correct.

The following return shows the extent of the imports of cereal produce into the United Kingdom during the first 34 weeks of the season, &c.:

	1883-84.	1882-83.	1881-82.	1880-81.
Wheat.....cwt.	33,683,599	42,543,067	40,544,206	37,313,922
Barley.....	11,186,320	11,881,616	9,428,515	9,080,348
Oats.....	7,492,811	9,582,610	6,112,612	6,029,560
Peas.....	1,112,134	1,425,472	1,150,743	1,511,922
Beans.....	1,609,235	1,785,395	1,129,014	1,514,606
Indian corn.....	17,401,369	12,582,668	13,952,388	21,079,554
Flour.....	9,712,105	11,342,785	6,164,342	8,675,545

Supplies of wheat and flour available for consumption (not including stocks on Sept. 1), 34 weeks:

	1883-84.	1882-83.	1881-82.	1880-81.
Imports of wheat, cwt.	33,683,599	42,543,067	40,544,206	37,313,922
Imports of flour.....	9,712,105	11,342,785	6,164,342	8,675,545
Sales of home-grown produce.....	29,528,400	29,847,800	25,404,470	21,618,200
Total.....	72,924,404	84,033,652	72,113,018	67,607,46

	1883-84.	1882-83.	1881-82.	1880-81.
Average price of English wheat for season, qrs.	39s. 3d.	41s. 4d.	46s. 5d.	42s. 9d.
Visible supply of wheat in the U. S. bush.	27,950,000	22,600,000	12,100,000	21,800,000
Supply of wheat and flour afloat to U. S. quarters.	2,194,000	2,430,000	2,417,000	.....

EXPORTS OF WHEAT AND FLOUR IN SEVEN MONTHS.

	1883-4.	1882-3.	1881-2.	1880-1.
Wheat..... cwt.	450,871	534,886	392,681	55,413
Flour.....	61,813	101,289	45,954	.....

Annexed is a return showing the stocks of foreign grain in the United Kingdom on the 1st of April last, compared with January 1, 1884, and with April 1, 1883:

	April 1, 1884.	Jan. 1, 1884.	April 1, '83.
Wheat..... qrs.	2,063,931	2,814,300	1,219,484
Flour, sacks (280 lbs.)	853,784	861,853	872,741
Flour, bbls. (196 lbs.)	17,732	23,186	29,002
Indian corn..... qrs.	200,478	264,831	168,713
Barley..... do.	137,203	320,540	180,438
Oats..... do.	390,798	479,653	591,072
Beans..... do.	48,211	70,460	55,413
Peas..... do.	20,071	30,675	15,769

English Market Reports—Per Cable.

The daily closing quotation for securities, &c., at London, and for breadstuffs and provisions at Liverpool, are reported by cable as follows for the week ending May 9:

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz..... d.	50 3/4	50 3/4	50 3/4	50 3/4	50 3/4	50 3/4
Consols for money.....	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8	101 1/8
Consols for account.....	101 1/8	101 1/8	102	101 7/8	101 3/4	101 1/2
French rentes (in Paris) fr.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
U. S. 4 1/2s of 1891.....	115 1/2	115 3/4	115 3/4	115 3/4	115 3/4	115 3/4
U. S. 4s of 1907.....	126	125 3/4	125 3/4	125 3/4	125 3/4	125 3/4
Canadian Pacific.....	48 3/4	48 3/4	49 1/8	49 1/8	48 3/4	49 1/4
Ohio, Mil. & St. Paul.....	84 1/2	84 1/2	85 1/2	84	82 1/2	83
Erie, common stock.....	19 1/4	19	19 3/4	18 1/2	16 3/4	16 3/4
Illinois Central.....	130 1/2	130 1/2	130 1/2	129 3/4	127 1/2	127
Pennsylvania.....	61 1/2	61 1/2	61 1/2	61 1/2	60 3/4	60 3/4
Philadelphia & Reading.....	21 1/2	21 1/2	21 1/2	20 1/2	18 1/2	17 3/4
New York Central.....	115 3/4	115 3/4	115 3/4	115	113 3/4	113 3/4

Liverpool.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Flour (ex. State) 100 lb.	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4	11 3/4
Wheat, No. 1, wh.	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8	8 7/8
Spring, No. 2, " "	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8
Winter, South, " "	9 8/8	9 8/8	9 8/8	9 8/8	9 8/8	9 8/8
Winter, West, " "	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8
Cal., No. 1.....	8 2	8 2	8 2	8 2	8 2	8 2
Cal., No. 2.....	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8	7 7/8
Corn, mix., old.....	5 2	5 2	5 2	5 3/4	5 4	5 4
Corn, mix., new.....	5 1	5 1	5 1	5 1/2	5 3	5 3 1/2
Port. West. Ind. 1/2 bbl.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Bacon, long clear.....	42 6	42 6	42 6	42 6	42 6	43 0
Beef, pr. mess, new, etc.	18 0	18 0	18 0	18 0	18 0	18 0
Lard, prime West. 1/2 cwt.	43 0	43 0	43 0	43 0	43 0	43 0
Cheese, Am. choice.....	66 0	66 0	66 0	66 0	66 0	66 0

Commercial and Miscellaneous News

NATIONAL BANKS.—The following national banks have lately been organized:

- 3162—The York National Bank, York, Neb. Capital, \$50,000. George W. Post, President; Lee Love, Cashier.
- 3163—The Commercial National Bank of Omaha, Neb. Capital, \$250,000. Ezra Millard, President; Alfred P. Hopkins, Cashier.
- 3164—The First National Bank of Keyport, N. J. Capital, \$50,000. Michael Taylor, President. No Cashier.
- 3165—The First National Bank of Montague, Texas. Capital, \$50,000. George W. Barefoot, President; Wm. A. Morris, Cashier.
- 3166—The National Bank of Westfield, N. Y. Capital, \$50,000. Edw'd A. Skinner, President; John A. Skinner, Cashier.
- 3167—The Washington National Bank, Kansas. Capital, \$100,000. Edwin C. Knowles, President; Jacob S. Alspaugh, Cashier.
- 3168—The First National Bank of Cranbury, N. J. Capital, \$50,000. John S. Silvers, President; Charles Applegate, Cashier.
- 3169—The Merchants' National Bank of Bismarck, Dakota Territory. Capital, \$100,000. John A. McLean, President; Edward McMahon, Cashier.
- 3170—The People's National Bank, Burlington, Kan. Capital, \$50,000. Warren Crandell, President; Thomas W. Foster, Cashier.
- 3171—The First National Bank of Mecanicville, N. Y. Capital, \$50,000. John C. Green, President; no Cashier.
- 3172—The Merchants' National Bank of Tacoma, Wash. Ter. Capital, \$50,000. W. J. Thompson, President; N. B. Coffman, Cashier.
- 3173—The Dillon National Bank, Dillon, Mon. Ter. Capital, \$50,000. Justin E. Morse, Cashier; no President.
- 3174—The Merchants' National Bank, Plattsburg, N. Y. Capital, \$100,000. Alfred Guibord, President; John M. Weaver, Cashier.
- 3175—The Citizens' National Bank of Fort Scott, Kansas. Capital, \$100,000. John Perry, President; Charles H. Osburn, Cashier.
- 3176—The Merchants' National Bank, Miss. Capital, \$100,000. W. H. Hardy, President; J. H. Wright, Cashier.
- 3177—The First National Bank of Flushing, Ohio. Capital, \$50,000. Jacob Holloway, President; Frank M. Cowen, Cashier.
- 3178—The First National Bank of Greeley, Col. Capital, \$50,000. James L. Ewing, Vice-President. No President. No Cashier.
- 3179—The Metropolitan National Bank of Chicago, Ill. Capital, \$50,000. Elbridge G. Heath, President; Henry A. Ware, Acting Cashier.

CHANGES IN LEGAL TENDERS AND NATIONAL BANK NOTES TO MAY 1.—The Comptroller of the Currency has furnished us the following, showing the amounts of national bank notes outstanding April 1, together with the amounts outstanding May 1, and the increase or decrease during the month; also the changes in legal tenders held for the redemption of bank notes up to May 1:

National Bank Notes—			
Amount outstanding April 1, 1884.....		\$563,440	\$314,039,477
Amount issued during April.....		2,556,838	1,503,368
Amount retired during April.....			\$312,446,079
Amount outstanding May 1, 1884.....			
Legal Tender Notes—			
Amount on deposit to redeem national bank notes April 1, 1884.....		\$2,044,800	\$40,774,772
Amount deposited during April.....		2,547,438	502,548
Amount reissued & bank notes retired in Apr.			
Amount on deposit to redeem national bank notes May 1, 1884.....			\$40,272,224

\* Circulation of national gold banks, not included above, \$659,489.

According to the above, the amount of legal tenders on deposit April 1 with the Treasurer of the United States to redeem national bank notes was \$40,272,224. The portion of this deposit made (1) by banks becoming insolvent, (2) by banks going into voluntary liquidation, and (3) by banks reducing or retiring their circulation was as follows on the first of each of the last five months:

Deposits by—	Jan. 1.	Feb. 1.	Mar. 1.	April 1.	May 1.
Insolvent bks	\$ 794,468	\$ 752,021	\$ 776,057	\$ 731,136	\$ 665,612
Liquidat'g bks	13,154,278	13,143,469	12,755,254	12,495,617	11,956,761
Reduc'g und'r act of 1874.	25,352,098	27,551,898	26,754,038	27,528,018	27,649,851
Total.....	39,300,844	41,447,388	40,315,369	40,774,772	40,272,224

BONDS HELD BY NATIONAL BANKS.—The following interesting statement, furnished by the Comptroller of the Currency, shows the amount of each class of bonds held against national bank circulation and to secure public moneys in national bank depositories on May 1. We gave the statement for April 1 in CHRONICLE of April 5, page 411, and by referring to that the changes made during the month can be seen.

Description of Bonds.	U. S. Bonds Held May 1, 1884, to Secure—		
	Public Deposits in Banks.	Bank Circulation.	Total Held.
3s, Act July 12, 1882.....	\$8,857,450	\$181,964,800	\$190,822,250
Currency Cs.....	120,000	2,503,000	2,623,000
5 per cents.....			
4 1/4 per cents.....	1,631,500	43,324,500	44,956,000
4 per cents.....	6,476,050	108,826,350	115,302,400
5s, ext. at 3 1/2.....			
6s, ext. at 3 1/2.....			
Total.....	\$17,685,000	\$337,618,650	\$355,303,650

COINAGE BY UNITED STATES MINTS.—The following statement kindly furnished us by the Director of the Mint, shows the coinage at the Mints of the United States during the month of April and for four months of 1884:

Denomination.	Month of April.		Four Months of 1884.	
	Pieces.	Value.	Pieces.	Value.
Double eagles.....	69,700	\$ 1,394,000	287,192	\$ 5,743,840
Eagles.....	28,000	380,000	61,040	610,400
Half eagles.....	43,000	215,000	43,038	215,190
Three dollars.....			72	216
Quarter eagles.....			43	108
Dollars.....			2,783	2,783
Total gold.....	150,706	1,989,060	394,168	6,572,537
Standard dollars.....	2,300,000	2,300,000	9,300,510	9,300,510
Half dollars.....			510	255
Quarter dollars.....			510	127
Dimes.....	100,000	10,000	1,780,510	178,051
Total silver.....	2,400,000	2,310,000	11,082,040	9,478,943
Five cents.....	1,335,000	66,750	4,384,272	219,214
Three cents.....			2,272	68
One cent.....	3,660,000	36,600	6,517,072	65,171
Total minor.....	4,995,000	103,350	10,903,616	284,453
Total coinage.....	7,545,706	4,402,410	22,379,824	16,336,933

ONE HUNDRED AND TWENTY-SEVENTH CALL FOR BONDS.—A Treasury circular, dated Washington, D. C., May 3, 1884, gives notice that the principal and accrued interest of the bonds herein below designated will be paid at the Treasury of the United States, in the City of Washington, D. C., on the twentieth day of June, 1884, and that the interest on said bonds will cease on that day, viz.: Three per cent bonds issued under the act of Congress approved July 12, 1882, and numbered as follows:

\$50—	Orig. No. 404 to Orig. No. 442, both inclusive.	
\$100—	Orig. No. 3,388 to Orig. No. 3,840, both inclusive, and	
	Orig. No. 9,474 to Orig. No. 9,478, both inclusive.	
\$500—	Orig. No. 1,580 to Orig. No. 1,737, both inclusive, and	
	Orig. No. 3,982 to Orig. No. 3,986, both inclusive.	
\$1,000—	Orig. No. 13,356 to Orig. No. 14,471, both inclusive, and	
	Orig. No. 22,695 to Orig. No. 22,732, both inclusive.	
\$10,000—	Orig. No. 22,076 to Orig. No. 22,953, both inclusive.	
Total.....		\$10,000,000



The bonds described above are either bonds of the "original" issue, which have but one serial number at each end, or "substitute" bonds, which may be distinguished by the double set of numbers, which are marked plainly "original numbers," and "substitute numbers." All of the bonds of this loan will be called by the original numbers only. Many of the bonds originally included in the above numbers have been transferred or exchanged into other denominations on "waiver," the original numbers being canceled, and leaving outstanding the amount above stated.

**IMPORTS AND EXPORTS FOR THE WEEK.**—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$8,394,541, against \$7,513,279 the preceding week and \$8,485,041 two weeks previous. The exports for the week ended May 6 amounted to \$6,033,295, against \$5,934,831 last week and \$5,157,159 two weeks previous. The following are the imports at New York for the week ending (for dry goods) May 1 and for the week ending (for general merchandise) May 2; also totals since the beginning of first week in January:

#### FOREIGN IMPORTS AT NEW YORK.

For Week.	1881.	1882.	1883.	1884.
Dry goods.....	\$1,231,817	\$1,728,434	\$1,256,125	\$1,956,791
Gen'l mer'dise..	9,373,972	6,064,397	5,995,777	6,437,750
<b>Total</b> .....	<b>\$10,605,789</b>	<b>\$7,792,741</b>	<b>\$7,151,902</b>	<b>\$8,394,541</b>
Since Jan. 1..				
Dry goods.....	\$43,131,608	\$52,131,156	\$48,608,564	\$46,114,345
Gen'l mer'dise..	109,237,777	126,446,668	113,822,419	110,714,909
<b>Total 18 weeks.</b>	<b>\$152,369,385</b>	<b>\$178,577,821</b>	<b>\$162,430,983</b>	<b>\$156,829,254</b>

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending May 6, 1884, and from January 1 to date:

#### EXPORTS FROM NEW YORK FOR THE WEEK.

	1881.	1882.	1883.	1884.
For the week...	\$7,123,664	\$6,144,881	\$7,583,931	\$6,033,295
Prev. reported..	127,111,663	105,985,669	118,377,784	96,413,183
<b>Total 18 weeks.</b>	<b>\$134,235,327</b>	<b>\$112,130,560</b>	<b>\$125,961,665</b>	<b>\$102,446,478</b>

The following table shows the exports and imports of specie at the port of New York for the week ending May 3, and since January 1, 1884, and for the corresponding periods in 1883 and 1882:

#### EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$1,172,531	\$26,432,008	\$.....	\$.....
France.....	979,152	4,352,824	136,451	2,248,143
Germany.....	300,000	1,631,841	.....	652,801
West Indies.....	275,807	2,396,845	7,917	117,332
Mexico.....	.....	.....	.....	.....
South America.....	40,147	449,934	3,666	82,112
All other countries...	300,500	700,854	.....	650
<b>Total 1884.....</b>	<b>\$3,068,437</b>	<b>\$35,984,306</b>	<b>\$148,034</b>	<b>\$3,101,038</b>
<b>Total 1883.....</b>	<b>2,014,760</b>	<b>12,911,753</b>	<b>21,316</b>	<b>479,808</b>
<b>Total 1882.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>
<b>Silver.</b>				
Great Britain.....	\$223,000	\$1,467,494	\$.....	\$1,063
France.....	26,970	361,817	.....	.....
Germany.....	.....	41,034	.....	37,052
West Indies.....	.....	21,444	16,013	215,841
Mexico.....	.....	167,478	36,916	1,190,675
South America.....	.....	41,595	8,347	66,921
All other countries...	4,156	83,068	.....	18,521
<b>Total 1884.....</b>	<b>\$254,126</b>	<b>\$5,183,930</b>	<b>\$61,276</b>	<b>\$1,529,221</b>
<b>Total 1883.....</b>	<b>94,000</b>	<b>5,541,394</b>	<b>19,820</b>	<b>1,766,919</b>
<b>Total 1882.....</b>	<b>520,000</b>	<b>4,199,357</b>	<b>15,207</b>	<b>1,021,741</b>

Of the above imports for the week in 1884, \$5,030 were American gold coin and \$5,007 American silver coin. Of the exports during the same time \$402,300 were American gold coin.

**Seaboard & Roanoke.**—On May 6 the annual meeting of the stockholders of this company was held in Portsmouth. John M. Robinson, President, and all the old officers were re-elected. The report of the President showed the gross earnings for the past year to be \$663,526; expenses, \$479,747; net earnings, \$186,778.

**Spring Mountain Coal.**—The stockholders of the Spring Mountain Coal Company are asked to surrender their certificates of stock to the Union Trust Company for redemption. The charter of the coal company will soon expire, and as its property has been purchased by the Lehigh Valley Coal Company, it has been thought best to wind up its affairs. The stockholders will receive \$26 in cash for each share of \$50.

**Toledo Cincinnati & St. Louis.**—A meeting of some of the St. Louis Division bondholders of the Toledo Cin. & St. Louis Railroad was held at the Parker House, Boston, on Tuesday, in response to an invitation to hear remarks by Mr. Austin Corbin on plans for the reorganization of the road. The Chairman announced that Mr. Corbin was not able to be present, and that he would be represented at the meeting by his attorney, Mr. Armstrong. After some remarks by other parties, Mr. Henry D. Hyde traced the history of the road for the past year, and said that the present state of affairs threatens the existence of the whole system, all the Ohio branches having been advertised for sale on the 28th of June. Every one is agreed that the line from Toledo to East St. Louis should be held together as a main line. He could see no advantage at the present day in trying to establish a new committee and organize a new plan, as this would only make confusion where confusion has already brought much injury. All have come to the conclusion that the road must be changed from a narrow gauge to a standard gauge. He did not believe that a better committee than the present could be had, and it was undesirable to make a new appointment.

Mr. George Wm. Ballou, who favors new plans, offered a motion that a committee of five be appointed to represent the bondholders of the St. Louis division of the Toledo Cincinnati & St. Louis Railroad Company in arranging a new plan of reorganization, and that this committee shall confer with the present committee who represent the main line bondholders as well as the St. Louis division and Mr. Austin Corbin, for the purpose of harmonizing the interests of all, and that the committee shall be Messrs. Geo. N. Smalley, Jonathan Dwight, Weston Lewis, Samuel Atherton and I. A. Evans.

Mr. Hyde moved as a substitute that the present committee confer with Mr. Corbin. After some discussion, Mr. Ballou's motion was carried.

The proposed plans of Mr. Ballou and Mr. Corbin have not been made public; but it is understood in general terms that they rather favor the holders of income bonds and stock, and propose to give the present first mortgage bondholders preferred stock of the new company instead of bonds having a lien on the property. Whatever other features the bondholders may consent to, it would seem to be ill-advised for them to surrender their present mortgage bonds for any stock or income bond which should not have a definite lien on the property; in that case new mortgages could be put on at any time which would take precedence of their stock. On the other hand, the first plan, of which Messrs. Quigley and his associates are the committee, might be modified so as to give the second mortgage bondholders the privilege of voting on their bonds, and thus a voice in controlling the company.

**Virginia State Bonds.**—Messrs. John A. Hambleton & Co., said in their circular of April 26: "The suit against the City Treasurer of Richmond has come before Judge Bond and the following is the text of his decision which only reiterates and confirms former opinions:

"The court is of opinion that the defendant was a trespasser in levying on and seizing the plaintiff's property after the plaintiff had tendered to him the coupons described in plaintiff's replication in payment of his taxes, and that the act of the General Assembly of the State of Virginia, approved January 26, 1882, and the act of the General Assembly of said State which commands the defendant to levy on the plaintiff's property after said tender of coupons, both of which acts are referred to by the defendant in his rejoinder, are unconstitutional and void, so far as they command the defendant to refuse said coupons, and so far as they command the defendant to levy on and seize plaintiff's property after said tender of coupons, and therefore constitute no defense to the defendant for his said trespass. It is therefore considered by the Court that the plaintiff's demurrer to the defendant's rejoinder be sustained, and that a jury inquire of and assess the plaintiff's damages."

"We quote the opinion of an able lawyer in Richmond on the bearing this decision will have on the State bonds:

"This decision is, of course, most satisfactory and important to the bondholders, and most creditable to their counsel, to obtain this reaffirmation by so high a tribunal of the strength of their contract. The immediate effect of the decision however, should not be over-estimated, for you will observe that it does not yet remove materially the obstructions to the present use of the coupon in any way which is likely to induce a present demand for them for actual use."

"Judge Bond at the same time rendered his decision in the test case brought by Mr. Royall, which involved the question as to whether it was or was not lawful to tender coupons in the payment of license fees. The case was alluded to in our Circular of April 12. The decision says in substance that the Court was not called upon to determine whether the charge made for a license was a tax or a demand, payable by the petitioner in coupons. The petitioner had no right to violate a law of the State because an officer of the State refused to accept such payment as was tendered. The warrant for his arrest and the mittimus which held the prisoner were in due form, and the petitioner, instead of violating one law when the State officers violated another, should have brought his action according to law against the officers who refused to grant his license. The writ of habeas corpus was refused, and the prisoner sent back into custody."

**Auction Sales.**—The following, seldom or never sold at the Stock Exchange, were sold at auction this week by Messrs. Adrian H. Muller & Son:

Shares.		Shares.	
100 Pitts. Ft. Wayne & Chic.	129½	25 Central Pa. North & E.	144½
7 per cent guar.	2,271	Riv. RR. Co.	145½
6 Chem'l Nat. Bk. 2,303 to 2,271		25 Citizens Fire Ins. Co.	145½
20 Imps. & Traders' Nat. Bk. 270		100 Hull's Internat'l Iron & Steel Co.	for \$25
42 Bk of No. America	107½		
40 424 St. & Grand St. Ferry RR. Co.	262		
20 424 St. & Grand St. Ferry RR. Co.	263	\$1,000 Met. Gas Light Co. 6 P. C. bond, due 1901	109½
20 Dry Dock E. Broadway & Battery RR. Co.	210½	\$10,000 Jersey C. Water Loan 7a, due 1913 10½	107½
		\$15,000 Rio Gr. & Pacos Ry. Co. 6a, due 1912	for \$100



# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
<b>Railroads.</b>			
Catawissa.....	3½	May 16	.....
Cleveland & Pittsb. (guar.), quar.	1½	June 1	May 11 to June 8
Middlesex.....	\$3 50	May 15	.....
Seaboard & Roanoke.....	5	May 1	.....

NEW YORK, FRIDAY, MAY 9, 1884—5 P. M.

**The Money Market and Financial Situation.**—The sensation of the week in financial circles was the failure on Tuesday of the Marine National Bank of this city, and the concurrent collapse of the firm of Grant & Ward, with liabilities of a great many millions. It is not believed that the methods that led to the failure of the Marine Bank are at all common to other banking institutions, but naturally the failure has dealt a severe shock to public confidence, which is manifest in the renewed severe decline that has taken place in the stock market. In addition to this unfavorable feature, the market has also been adversely affected by a number of events and circumstances peculiar to particular properties. Thus there have been rumors of receivers for both the Wabash and the Denver & Rio Grande, while the most has been made of the depression in the coal trade and the large loss of earnings by the Philadelphia & Reading. Then this afternoon the Union Pacific was again reported to have decided to pass its July dividend (denied on a former occasion, and again contradicted after the close of business to-day), while a statement that the Central Pacific would at least make a reduction in its rate of distribution found general credence. Erie second consols and stock have experienced marked depression, by reason of the fact that the company had pledged a large amount of Chicago & Atlantic 2d mortgage bonds with the failed firm of Grant & Ward, leading to reports that this would cause a default in the payment of the June interest on the bonds.

In the general industrial situation there has been little or no change. There is still a widespread disposition to reduce the cost of producing all kinds of manufactured articles, and also to reduce the cost of operating railroads and other means of transportation by reducing the wages of labor, &c.; and though no prominent instances have attracted public notice in the last few days, it is known that these movements are in progress in almost every line of business. The iron and coal trades and all their cognate industries remain conspicuously depressed.

The movement of grain from the seven principal Western cities to the Atlantic seaboard continues heavy. But the movement from farmers' hands to these same Western cities is not very large in the aggregate. The export movement of breadstuffs has for the last two weeks been in excess of the same time last year, but the smaller shipments of cotton have tended to diminish the supply of bills from that source; nevertheless the market for sterling has been weak and lower. A new feature, however, in the exchange market is the hardening rates for money in New York and the lower rates in London, which have this week apparently caused a cessation in the exports of gold.

The export of about \$32,000,000 of specie in a little over two months up to last week has had the effect, as said, to harden the money market here as well as relax it in London, and notwithstanding that money is cheaper than usual at the West, and that domestic exchanges generally are in favor of New York, and money consequently flowing this way, the rates in New York have advanced all around. During the last week money on call on stock collaterals has been 3 and 4 per cent, against 1½ and 2 a couple of weeks previous. Time loans have been stiffly held at 4 to 4½ per cent, instead of 3½, and the rates of discount for mercantile paper have been advanced ½ cent, to 4½ and 5 for first-class double names for 2 and 4 months and to 5½ and 6 for single names.

The last weekly statement of the averages of the New York banks showed a decrease of \$2,468,400 in deposits, which was mainly the result of the exports of specie and a consequent loss of \$2,218,200 in the average of the specie holdings in the banks. As a result of this the banks reported a surplus reserve of only \$806,000, against \$1,604,125 at the same date last year.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks.

	1884. May 3.	Differ'neces fr'm Previous Week.	1883. May 5.	1882. May 6.
Loans and dis.	\$41,990,500	Dec \$1,365,000	\$115,507,400	\$315,235,600
Specie	55,947,100	Dec 2,218,200	55,769,100	65,741,100
Circulation	14,417,500	Dec 76,300	16,234,600	18,781,600
Deposits	333,215,600	Dec 2,468,400	296,970,300	302,679,000
Legal tenders.	28,112,800	Dec 12,700	20,077,600	19,579,000
Legal reserve	\$33,303,900	Dec \$617,100	\$74,242,575	\$75,669,750
Reserve held.	81,103,900	Dec 2,230,900	75,816,700	85,320,100
Surplus	\$806,000	Dec \$1,613,800	\$1,604,125	\$9,650,350

The weekly statement of the Bank of England showed a gain of £59 in specie, but the percentage of reserve in the banking department was reduced to 48 per cent from 48½ in the preceding week. Money in London continues extremely abundant, and the Bank rate remained at 2½ per cent, while the rate in the street was 1¾. The Bank of France weekly

statement showed a gain of 14,787,000 francs in gold and 1,870,000 francs in silver.

**Exchange.**—The market for sterling has not been so strong during the last week, and though the rates have continued nominally unchanged, the exports of specie have ceased. The posted rates throughout the week have been 4 88 and 4 90, but the Canadian banks on Friday lowered their quotations one-half a point. The rates for actual business on Friday, the 9th, were as follows: Sixty days, 4 87¼ 4 87¼; demand, 4 89¼ 4 89¼; cables, 4 89¼ 4 89¼. Commercial bills have been very scarce at 4 85¼ 4 86.

Quotations for foreign exchange are as follows, the prices being the posted rates of leading bankers:

	May 9.	Sixty Days	Demand.
Prime bankers' sterling bills on London.....	4 88	4 90	
Prime commercial.....	4 86½	.....	
Documentary commercial.....	4 86½	.....	
Paris (francs).....	5 16½	5 14½	
Amsterdam (guilders).....	40½	41	
Frankfort or Bremen (reichtmarks).....	95¼	96	

**United States Bonds.**—Government bonds have been inactive at a slight concession in the selling prices of leading issues.

The closing prices at the N. Y. Board have been as follows:

	Interest Periods.	May 3.	May 5.	May 6.	May 7.	May 8.	May 9.
4½s, 1891..... reg.	Q.-Mar.	*112½	*112½	*112½	*112½	112	112
4½s, 1891..... coup.	Q.-Mar.	113¼	113¾	113¾	113¾	113	113½
4s, 1907..... reg.	Q.-Jan.	123¼	123¼	123¼	123¼	123	123
4s, 1907..... coup.	Q.-Jan.	123¾	123¾	123¾	123¾	123	123
3s, option U.S. reg.	Q.-Feb.	*100½	*100½	*100½	*100½	*100½	*100½
6s, eur'cy, '95..... reg.	J. & J.	*129	*129	*129	*129	*129	*129
6s, eur'cy, '96..... reg.	J. & J.	*131	*131	*131	*131	*131	*131
6s, eur'cy, '97..... reg.	J. & J.	*133	*133	*133	*133	*133	*133
6s, eur'cy, '98..... reg.	J. & J.	*136	*136	*136	*136	*136	*136
6s, eur'cy, '99..... reg.	J. & J.	*138	*138	*138	*138	*138	*138

\* This is the price bid at the morning board; no sale was made.

**U. S. Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.	
			Coin.	Currency.
May 3.	\$ 1,084,687 36	\$ 1,805,622 59	\$ 128,665,567 66	\$ 10,392,798 83
" 5.	1,418,387 02	2,091,526 02	128,015,595 66	10,369,631 83
" 6.	1,278,557 18	2,016,978 44	127,345,174 70	10,301,631 53
" 7.	946,872 50	1,225,664 73	127,161,294 45	10,206,419 55
" 8.	1,196,020 68	2,141,813 25	126,081,230 82	10,341,290 61
" 9.	1,156,726 91	1,640,202 04	125,752,926 65	10,186,119 65
Total	7,080,551 65	10,920,807 07		

\* Includes \$515,000 gold certificates canceled and sent to Washington.

**State and Railroad Bonds.**—The general volume of business in the railroad bond market has been scarcely so large in the last week as in the preceding one, but there has been a more general and larger decline in prices than in any previous week this year. Public confidence seems to have been somewhat unsettled by the increasing troubles arising out of the competition, and the consequent reduction of rates of freight on the railroads. But, aside from this, there have been some special causes for declines. The failures of the Marine Bank and of Grant & Ward resulted in a heavy fall in Erie 2d consols as soon as it became known that the Erie had some of its funds involved in the bank, and that the Erie paper had been endorsed by the concern that failed. The business in Erie consols in the last three days was enormous, and the result a decline of 15½ per cent. The West Shore 5s also were unusually active, but were pretty firm through the week. The range of fluctuations of the other most active issues was as follows, viz.: Northern Pacific firsts at 104½, 105½, 104½, 105½, 104½; Metropolitan Elevated firsts at 105, 100½, 102½; Wabash general mortgage 6s at 49, 50, 48, 49½; Texas & Pacific land grant incomes at 45½, 47, 45½; Texas & Pacific Rio Grande division firsts at 66, 66½, 64, 64½; other changes were: Declined—Chesapeake & Ohio currency 6s, 1 per cent; Denver & Rio Grande consols, 2½; Denver & Rio Grande Western firsts, 4; East Tennessee incomes, 3; East Tennessee 5s, 2; New York Chicago & St. Louis firsts, 1¼; Rome Watertown & Ogdens, consols, 2. Advanced—Canada Southern firsts, ¾; Chesapeake & Ohio Series B, 1½; Denver & Rio Grande firsts, 4½; Oregon & Trans-Continental firsts, 3; Oregon Improvement firsts, 4.

**Railroad and Miscellaneous Stocks.**—The stock market was depressed throughout the week by a variety of unfavorable developments. The most prominent of these was the failure of the Marine National Bank and of Grant & Ward on Tuesday. Following this came the report that, owing to the continued bickering of the Trunk Line railroads, Commissioner Fink had tendered his resignation, which made a prospect of a disruption of the Trunk Line Pool. There were also, as stated above, rumors that the Wabash was about to pass into the hands of a receiver, and more definite information that the Central Pacific would reduce its dividends; and finally, late on Friday, rumor had it that the Union Pacific would pass its next dividend for July. The latter rumor proved to be untrue, and served to indicate that all these events have been exaggerated by the bears for the purpose of depressing the prices of stocks. The coal shares (particularly Reading) displayed marked weakness, and Erie also was noted for its downward tendency. The Vanderbilt specialties and the higher-priced Gould properties have been tolerably well sustained.

NEW YORK STOCK EXCHANGE PRICES FOR WEEK ENDING MAY 9, AND SINCE JAN. 1, 1884.

STOCKS.	HIGHEST AND LOWEST PRICES.						Sales of the Week (Shares).	Range Since Jan. 1, 1884.		For Full Year 1883.	
	Saturday, May 3.	Monday, May 5.	Tuesday, May 6.	Wednesday, May 7.	Thursday, May 8.	Friday, May 9.		Lowest.	Highest.	Low.	High.
RAILROADS.											
Albany & Susquehanna.	132 133						40	132 Jan. 7	135 Jan. 30	127	135
Atchafalaya & Santa Fe.	77 77 1/2						65	76 Apr. 29	80 1/2 Jan. 7	78 1/2	84 1/2
Boston & N. Y. Air-Line, pref.	82 1/2 82 3/4	82 3/4 82 3/4					20	80 1/2 Mar. 27	83 1/2 Mar. 13	78	84 1/2
Burlington & N. Y. pref.	60						11,262	60 May 1	80 Jan. 10	75	88
Canadian Pacific.	47 1/2 47 1/2	47 1/2 47 1/2	47 1/2 48 1/4	47 1/2 48 1/4	46 1/2 48	48 1/2 48 1/2	11,262	45 1/2 Apr. 26	58 1/2 Jan. 18	48 1/2	65 1/2
Canada Southern.	44 46 1/2	43 1/2 44 1/2	43 1/2 44 1/2	40 1/2 44	40 1/2 42 1/2	41 1/2 42 1/2	23,810	40 1/2 May 8	57 1/2 Feb. 11	47 1/2	71 1/2
Central of New Jersey.	79 1/2 80 1/2	79 1/2 80 1/2	78 1/2 80 1/2	78 1/2 80 1/2	74 1/2 76	74 1/2 76 1/2	33,890	71 1/2 May 8	90 Jan. 11	68 1/2	98 1/2
Central Pacific.	48 1/2 49 1/2	46 1/2 48 1/2	46 1/2 48 1/2	46 1/2 47 1/2	45 1/2 47 1/2	46 1/2 47 1/2	35,408	45 1/2 May 8	67 1/2 Jan. 10	41	68
Cheapeake & Ohio.	10 1/2 11 1/2	10 1/2 11 1/2	10 1/2 11 1/2	10 1/2 11 1/2	10 1/2 11 1/2	10 1/2 11 1/2		10 Apr. 28	15 Jan. 2	13	23 1/2
Do	21 22	21 22	22 22	21 22	21 22	21 22	216	20 1/2 Apr. 30	28 Feb. 11	23	33 1/2
Do 1st pref.	14 16	14 16	15 17	15 17	15 16	16		14 Apr. 30	14 Jan. 7	13 1/2	17 1/2
Chicago & Alton.	138 138	139 1/2 139 1/2	139 139	138 139	138 138	138 138	370	138 1/2 Feb. 27	140 Feb. 5	128 1/2	139 1/2
Chicago Burlington & Quincy.	122 1/2 122 1/2	122 1/2 122 1/2	121 1/2 122 1/2	121 1/2 122 1/2	121 1/2 122 1/2	122 1/2 122 1/2	6,612	118 1/2 Jan. 21	127 1/2 Feb. 18	118 1/2	127 1/2
Chicago Milwaukee & St. Paul.	82 1/2 83 1/2	82 1/2 83 1/2	81 1/2 84	81 1/2 82	79 1/2 81 1/2	81 1/2 81 1/2	250,458	79 1/2 May 8	94 1/2 Jan. 3	91 1/2	106 1/2
Do pref.	112 1/2 112 1/2	113 113	113 114	113 113	112 112 1/2	111 1/2 112 1/2	720	111 1/2 Apr. 29	119 Feb. 18	115 1/2	122 1/2
Chicago & Northwestern.	111 1/2 113 1/2	111 1/2 112 1/2	110 1/2 112 1/2	110 1/2 111 1/2	109 1/2 110 1/2	109 1/2 110 1/2	93,653	109 1/2 Jan. 10	119 Feb. 18	115 1/2	122 1/2
Do	141 142	141 141	140 1/2 142	140 1/2 140 1/2	139 1/2 140 1/2	139 1/2 140 1/2	4,168	139 May 8	149 1/2 Feb. 12	134 1/2	157 1/2
Chicago Rock Island & Pacific.	119 119 1/2	119 119 1/2	117 1/2 118 1/2	117 1/2 118 1/2	117 1/2 118 1/2	118 118 1/2	2,795	115 1/2 Jan. 21	126 1/2 Feb. 11	116 1/2	127 1/2
Chicago St. Louis & Pittsburgh.			25 26	25 26	26 27 1/2	26 27 1/2	150	9 Mar. 27	13 1/2 Jan. 5	10 1/2	22
Do	31 31 1/2	31 31 1/2	30 31 1/2	30 31 1/2	30 30 3/4	30 30 3/4	5,260	27 1/2 Jan. 21	34 Jan. 3	30	37 1/2
Chicago St. Paul, Minn. & Om.	93 1/2 94 1/2	93 1/2 94 1/2	92 1/2 94 1/2	92 1/2 94 1/2	91 1/2 92 1/2	92 1/2 93 1/2	5,025	88 1/2 Jan. 21	96 1/2 Feb. 11	91 1/2	113 1/2
Do	50 50 1/2	52 52 1/2	51 51 1/2	51 51 1/2	44 47	44 47 1/2	7,800	43 May 8	69 1/2 Mar. 14	54	81 1/2
Cleveland Col. Cinn. & Ind.	140 140						200	1 Feb. 23	14 Apr. 7	124 1/2	142 1/2
Cleveland & Pittsburgh, guar.							130	192 Mar. 12	200 Mar. 18	190	200
Columbus Chic. & Ind. Cent.	118 1/2 119	117 1/2 118 1/2	115 1/2 118 1/2	114 1/2 116 1/2	112 1/2 115 1/2	113 1/2 114 1/2	343,415	112 1/2 May 8	133 1/2 Mar. 1	111 1/2	131 1/2
Delaware Lackawanna & West.	12 1/2 13	11 1/2 13 1/2	11 1/2 13 1/2	11 1/2 13 1/2	10 1/2 12 1/2	10 1/2 12 1/2	15,435	10 1/2 Apr. 29	25 1/2 Jan. 3	21 1/2	31 1/2
Denver & Rio Grande.	6 1/2 6 1/2						2,560	6 1/2 Jan. 8	8 1/2 Feb. 15	4 1/2	11 1/2
East Tennessee Va. & Ga.	11 1/2 11 1/2						3,300	10 1/2 Jan. 23	17 Feb. 5	9 1/2	17 1/2
Do pref.	37 37 1/2	40 40	40 40	40 40	38 38	38 38	1,200	37 May 2	51 Jan. 7	45 1/2	75 1/2
Evansville & Terre Haute.			5 6	5 6	4 6 1/2	6 6	500	4 May 8	5 1/2 Feb. 8	5	10 1/2
Green Bay Winona & St. Paul.	198 198						130	192 Mar. 12	200 Mar. 18	190	200
Harlem.			37 41	37 41	37 41	37 41	40	37 Apr. 27	61 Jan. 7	50	61 1/2
Houston & Texas Central.	128 129	127 1/2 128	128 128	127 127	125 125 1/2	125 125 1/2	6,135	125 May 8	140 Feb. 13	124 1/2	140
Illinois Central.	84 84	85 85	85 85	85 85	84 84	84 84	84	84 Jan. 11	86 Mar. 6	77 1/2	84 1/2
Do leased line & West'n p.c.	16 16	16 1/2 16 1/2	15 15 1/2	15 15 1/2	14 14	14 14	3,524	13 1/2 May 8	20 1/2 Jan. 5	17 1/2	35 1/2
Indiana Bloomington & West'n	14 14 1/2						15	14 1/2 Jan. 10	15 1/2 Jan. 7	13 1/2	15 1/2
Lake Erie & Western.	94 94	95 95 1/2	94 94 1/2	94 94 1/2	93 93 1/2	94 93 1/2	124,612	93 1/2 Apr. 17	104 1/2 Mar. 7	92 1/2	114 1/2
Lake Shore.	72 72 1/2	72 72 1/2	72 72 1/2	72 72 1/2	70 72	71 71 1/2	1,950	65 Jan. 3	78 1/2 Mar. 15	58 1/2	85 1/2
Long Island.	46 46 1/2	45 1/2 47	44 1/2 47 1/2	45 1/2 47 1/2	45 1/2 47 1/2	45 1/2 47 1/2	32,230	42 1/2 Jan. 21	51 1/2 Mar. 4	40 1/2	58 1/2
Louisville & Nashville.							3,900	40 Mar. 10	55 Jan. 3	30	60
Louisville New Albany & Chic.	61 61 1/2	63 63 1/2	61 63 1/2	60 63 1/2	53 53 1/2	53 53 1/2	100	82 Jan. 23	93 1/2 Apr. 7	80	90
Manhattan Elevated.	92 1/2 93 1/2	93 1/2 93 1/2	92 95	92 95	93 95	93 95	300	92 Jan. 23	95 1/2 Mar. 17	88 1/2	95 1/2
Do 1st pref. common.	51 52		52 55	55 55	55 55	55 55	100	42 Jan. 23	59 1/2 Mar. 17	38 1/2	53 1/2
Manhattan Beach Co.	19 1/2 19 1/2	30 36	35 35	35 35	33 35	33 35	300	15 Jan. 3	24 Mar. 18	12 1/2	30
Memphis & Charleston.	101 103	101 101	102 102	102 102	102 102	102 102	2,300	101 Jan. 3	109 1/2 Feb. 13	95 1/2	114 1/2
Metropolitan Elevated.	80 82	78 80	79 80	79 79 1/2	77 78 1/2	78 78 1/2	3,130	77 May 8	94 1/2 Mar. 4	77	108 1/2
Milwaukee L. Sh. & Western.							500	10 Feb. 11	16 Jan. 7	10	16 1/2
Do	33 37 1/2	32 1/2 33	33 33	33 33	32 33	32 33	624	32 1/2 Jan. 24	33 1/2 Apr. 10	30	35 1/2
Minneapolis & St. Louis.	28 27	25 27	26 28	25 25 1/2	22 23 1/2	23 24	1,600	22 May 8	36 1/2 Feb. 11	23 1/2	38 1/2
Do pref.	15 16	16 17 1/2	15 17 1/2	15 17 1/2	15 17 1/2	15 16 1/2	31,541	13 1/2 Apr. 29	23 1/2 Jan. 5	19 1/2	34 1/2
Missouri Kansas & Texas.	80 1/2 81	80 1/2 82 1/2	79 81 1/2	79 81 1/2	78 80 1/2	79 80 1/2	138,700	78 1/2 Apr. 29	95 Feb. 11	86	108 1/2
Missouri Pacific.	124 1/2 124 1/2						75	121 1/2 Jan. 22	127 Jan. 29	120	129 1/2
Morris & Essex.	50 50						400	46 Jan. 19	58 Mar. 14	50 1/2	64 1/2
Nashville Chattanooga & St. L.	113 114	112 1/2 113 1/2	112 1/2 113 1/2	112 1/2 113 1/2	111 1/2 113 1/2	112 1/2 113 1/2	35,843	110 1/2 Jan. 17	122 Mar. 13	111 1/2	122 1/2
New York Central & Hudson.	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	1,935	7 1/2 Apr. 30	7 1/2 Feb. 15	7 1/2	7 1/2
New York Chic. & St. Louis.	105 120						650	105 Jan. 20	120 Feb. 13	105	120
Do pref.							125	105 Apr. 28	125 Apr. 28	105	125
New York Elevated.			100 90	100 90	90 90	89 89 1/2	600	85 Jan. 16	94 Apr. 12	83 1/2	99 1/2
New York Lack. & Western.	48 1/2 48 1/2	49 49	50 50 1/2	49 48 1/2	43 46	45 46	180,685	43 1/2 May 9	28 1/2 Jan. 5	32	46 1/2
Do	13 13 1/2	13 13 1/2	13 13 1/2	13 13 1/2	13 13 1/2	13 13 1/2	3,710	12 Mar. 7	17 1/2 Apr. 4	17 1/2	27 1/2
New York New England.	183 184	183 183	183 183	183 183 1/2	183 183 1/2	183 183 1/2	182	176 Jan. 15	184 Mar. 1	169	183 1/2
New York New Haven & Hart.	10 10 1/2	10 10 1/2	10 10 1/2	10 10 1/2	10 10 1/2	10 10 1/2	860	8 Apr. 26	10 1/2 Jan. 7	7 1/2	10 1/2
New York Ontario & Western.	4 4 1/2	4 4 1/2	4 4 1/2	4 4 1/2	4 4 1/2	4 4 1/2	10	4 Jan. 10	4 1/2 Feb. 10	4	4 1/2
New York Susq. & Western.			13 15	13 15	13 15	13 15	13	13 Jan. 18	18 1/2 Feb. 16	14	21 1/2
Norfolk & Western.							10	10 Jan. 29	11 Feb. 23	10	11 1/2
Do	38 38	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	37 1/2 37 1/2	500	35 1/2 Feb. 7	42 Feb. 15	32 1/2	46 1/2
Norfolk & Western.	51 1/2 53 1/2	51 1/2 53 1/2	51 1/2 53 1/2	51 1/2 53 1/2	51 1/2 53 1/2	51 1/2 53 1/2	163,134	50 1/2 Jan. 23	57 1/2 Jan. 7	49 1/2	60 1/2
Ohio Central.	20 20 1/2	20 20 1/2	20 20 1/2	20 20 1/2	20 20 1/2	20 20 1/2	627	2 Apr. 19	3 1/2 Jan. 7	2	3 1/2
Ohio & Mississippi.	20 20 1/2	21 1/2 22 1/2	21 1/2 22 1/2	21 1/2 22 1/2	21 1/2 22 1/2	21 1/2 22 1/2	5,750	16 1/2 Apr. 29	25 1/2 Mar. 7	21 1/2	28 1/2
Ohio Southern.	18 1/2 19 1/2	18 19 1/2	17 1/2 18 1/2	17 1/2 18 1/2	17 1/2 18 1/2	17 1/2 18 1/2	100	15 May 11	9 Mar. 19	19	32 1/2
Oregon Short Line.	14 14 1/2	14 14 1/2	14 14 1/2	14 14 1/2	14 14 1/2	14 14 1/2	93,055	15 1/2 Apr. 24	34 1/2 Jan. 7	29 1/2	39 1/2
Oregon & Trans-Continental.	129 129 1/2	130 130	130 130	130 130	130 130	130 130	1,200	13 Jan. 21	17 Feb. 4	12	22 1/2
Peoria Decatur & Evansville.							300,820	33 1/2 Jan. 21	60 1/2 Feb. 23	48 1/2	68 1/2
Philadelphia &											



## QUOTATIONS OF STATE AND RAILROAD BONDS MAY 9, 1884.

## STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 1906.	82	.....	Louisiana—7s, cons., 1914	76½	.....	N. Carolina—Continued—	.....	.....	Tennessee—Continued—	.....	.....
Class B, 5s, 1906.	102	.....	Ex-matured coupon.	65	.....	New bonds, J. & J., '92-8	10½	.....	6s, new series, 1914	40½	41
Class C, 4s, 1906.	82½	83½	Missouri—6s, 1880.	105	.....	Special tax, all classes.	15	.....	C'mp'mise, 3-4-5-6s, 1912	46	48
10-20s, 1900.	104	.....	6s, due 1889 or 1890.	111	.....	Do, W. C. & T. R.	15	.....	Virginia—6s, old.	40	.....
Arkansas—6s, funded.	13	15	Asyl'm or Univ. due '92	112	.....	Do	15	3½	6s, new, 1886.	46	.....
7s, L. Rock & P. S. Iss.	12	.....	Funding, 1884-95.	118	.....	Consol. 4s, 1910.	84	85	6s, consol. bonds.	60	.....
7s, Menn. & L. Rock R.R.	12	.....	Hannibal & St. Jo., '86.	110	.....	Ohio—6s, 1886.	107½	.....	6s, ex-matured coupon.	40	.....
7s, Miss. O. & R. R. R.R.	12	.....	New York—6s, reg., 1887.	109	.....	South Carolina—	.....	.....	6s, consol., 2d series.	53	6
7s, Arkansas Cent. R.R.	12	.....	6s, loan, 1891.	113	.....	6s, Act Mar. 23, 1869.	2	4	6s, consol., 2d series.	53	6
Georgia—6s, 1886.	104	.....	6s, loan, 1892.	115	.....	non-fundable, 1888.	.....	.....	District of Columbia—	.....	.....
7s, 1886.	106½	.....	6s, loan, 1893.	117	.....	Brown consols, 6s, 1893	106	.....	3-6s, 1924.	113	.....
7s, gold, 1886.	113	115	N. Carolina—6s, cons., J. & J.	32	.....	Tennessee—6s, old, 1892-8	40½	41½	Registered.	113	.....
			Funding act, 1866-1868	12	.....	6s, new, 1893, 8-1900.	40	41½	Funding 6s, 1899.	112	.....

## RAILROAD BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>Railroad Bonds.</b>			<b>Railroad Bonds.</b>			<b>Railroad Bonds.</b>			<b>Railroad Bonds.</b>		
(Stock Exchange Prices.)			(Stock Exchange Prices.)			(Stock Exchange Prices.)			(Stock Exchange Prices.)		
Ala. Central—1st, 6s, 1918			Del. L. & W. Contin'd—			Marietta & Cin.—1st, 7s.			Penn. RR.—Continued—		
Ala. Cent.—1st, 6s, 1922			M. & E.—2d, 7s, 1891	114½		Metropolitan E.L.—1st, 1908	102	102½	3d, 7s, 1912.	131	125
Ala. T. & S. Fe.—4s, 1920			Bonds, 7s, 1900.	123		2d, 6s, 1899.	92	92½	Clev. & Pitts.—Cons.s.f.d.	124	125
Sinking fund, 5s, 1910.			1st, consol. guar. 7s.	123	128	Mich. Cent.—Cons. 7s, 1902	123½	123	ST. L. & T. H.—1st, 7s.	117	117
Atl. & Pac.—1st, 6s, 1910.			N. Y. Lack & W.—1st, 6s.	120		Consol. 5s, 1902.	104		2d, 7s, 1898.		
Balt. & O.—1st, 6s, Pk. R.	113½		Construction, 5s, 1923	100		6s, 1909.	103		2d, guar. 7s, 1898.	112	112
Balt. Harb. & E.—1st, 7s			Del. & H. C. Canal—1st, 7s	102½	102½	Coupon, 5s, 1931	102		Pitts. B. & E.—1st, 6s, 1911	89½	85
Guaranteed.	90		7s, 1891.	114½		Registered, 5s, 1931.	102		Rome W. & O.—1st, 7s, 1901	109	109
Bur. C. Rap. & No.—1st, 6s	103		1st, ext. 7s, 1891.			Jack Lan. & Sag.—6s, '91.	102		Con. 1st, ext. 5s, 1922.	68	69
Min. & St. L.—1st, 7s, 90	125		Compon. 7s, 1894.	117½		Milw. & W.—1st, 6s, 1910	102	102½	Rich. & Pitt.—1st, 6s, 1921	110	110
St. City & West.—1st, 6s	107		Don. So. P. R.—1st, 6s, 1917	131½		Min. & St. L.—1st, 6s, 1910	125		Rich. & Danv.—Cons. 6s, 1910	99½	99½
C. Rap. L. & N.—1st, 6s	102½		1st, Pa. Div. ep. 7s, 1917	130½		Iowa Ext.—1st, 7s, 1909	118		Debutene 6s, 1927.	59	
1st, 5s, 1921.	92½		Alb. & Susq.—1st, 7s.	103½		2d, 7s, 1891.	119		Atl. & Ch.—1st, 6s, 1917	110	110
Bur. N. Y. & Phil.—1st, 6s	96	97	1st, cons. 7s, 1906	127½		St. W. Ext.—1st, 7s, 1910	100½	100½	St. Louis—1st, 6s, 1910	110	110
General, 6s, 1912.	100	98	Registered.	115	115½	Pac. Ext.—1st, 7s, 1921	100½	100½	Scioto Val.—1st, cons. 7s	114	114½
Cons. 8s—1st, int. guar. 6s	100½	101	1st, cons. 6s, 1906	115	115½	Mo. K. & T.—Gen'l, 6s, 1920	77	78	St. L. & Iron Mt.—1st, 7s	107	107
Reg. 5s, 1913.	86	88	Reus. & Sar.—1st, 6s, 1906	128		General, 5s, 1920.	63	64½	2d, 7s, 1897.	107	107
Central Iowa—1st, 6s, 1912	80	109	1st, reg. 7s, 1921.	130		Cons. 7s, 1904-5-6.	106½	106½	Arkansas RR.—1st, 7s	108	108
Ill. Div.—1st, 6s, 1912	80	79	Den. & Gr.—1st, 1000	98	100	Cons. 2d, income, 1911.	102	102	Cairo Ark. & T.—1st, 7s	107	107
Char. Col. & Aug.—1st, 7s	112½		1st, consol. 7s, 1910.	90	93	H. & Cent. Mo.—1st, 7s	102	102	Gen'l Ry. & L. gr. 5s, 1931	70	72½
Ches. & O.—Pur. money f'd.	102	102	Don. So. P. R.—1st, 6s, 1917	131½		Mobile & Ohio—New 6s.	100	100	St. L. Alton & N.—1st, 7s	112	112
6s, gold, series A, 1908.	102	103	Den. & Gr.—1st, 6s, 1917	131½		Collateral trust, 6s, 1892	100	100	2d, 7s, 1894.	112	112
6s, currency, 1918.	50	50½	Det. Mack & Marq.—1st, 6s	91½		Nash. Chat. & St. L.—1st, 7s	123	123	2d, income, 7s, 1894.	119	119
Mortgage 6s, 1911.	88	89	Land grant, 3ds, 5s, 1900	117		2d, 6s, 1901.			Bellef. & So. Ill.—1st, 8s	119	119
Ches. O. & N. Y.—1st, 7s	118	118	E. T. Va. 6s, 1st, 7s, 1900	73	73½	N. Y. Central—6s, 1887.	108	108	St. P. Minn. & Man.—1st, 7s	111	112
Chicago & Alton—1st, 7s	115	115	1st, cons. 5s, 1910.	97	101	1st, reg. 1903.	133	133	Dakota Ext.—6s, 1910.	109	110
Sinking fund, 6s, 1903.	119	120	Divisional 5s, 1930.	97	101	Hud. Riv.—7s, 2d, s.f., '85	105	105½	1st, cons. 6s, 1933.	106½	106½
L. & Mo. Riv.—1st, 7s	119	120	Eliz. C. & N.—St. J. deb. c., 6s	25		Harlem—1st, 7s, comp.	120	120	1st, cons. 6s, reg. 1933.	110	110
St. L. Jack. & Chi.—1st	115½		1st, 6s, 1912.	99	101½	N. Y. Elev. & T.—1st, 7s, 1906	120½	120½	St. Louis Un.—1st, 6s, 1910	113	113
1st, guar. (664), 7s, '91	115½		Eliz. & B.—1st, 6s, 1912	123	123	N. Y. P. & O.—Pr. fn. 6s, '95	103	103	St. P. & Dul.—1st, 6s, 1931	104	105
2d, (300), 7s, 1898.	115½		Erie—1st, extended, 7s	110	110	N. Y. C. & N.—Gen'l, 6s, 1910	105	105	So. Car. Ry.—1st, 6s, 1920	100	100
2d, guar. (188), 7s, '98	115½		3d, extended, 4s, 1923	108½	109½	N. Y. C. & N.—Gen'l, 6s, 1910	105	105	Gen'l, 6s, 1931.	113	113
Miss. R. Ry.—1st, 6s, 1919	129½	129½	4th, extended, 5s, 1920.	108½	109½	N. Y. & N. Eng'd—1st, 7s	103	103	Tex. Cen.—1st, s.f., 7s, 1909	102	103
C. B. & O.—Consol. 7s, 1903	129½	129½	5th, 7s, 1888.	110	110	1st, 6s, 1905.	105	105	1st, mort. 7s, 1911.	102	102
6s, sinking fund, 1901.	101½	101½	1st, cons. 6s, 1920	124	125	N. Y. C. & St. L.—1st, 6s, 1921	105	105	2d, mort. 7s, 1911.	102	102
6s, debentures, 1913.	95½	95½	1st, cons. 6s, 1920	124	125	N. Y. W. Sh. & Buil.—Cp. 5s.	54½	55	1st, Dayt. Div. 6s, 1910	102	102
Am. Pk. & Imp.—1st, 6s, 1921	90½	91½	1st, cons. 6s, 1920	124	125	Registered, 5s, 1931.	54½	55	1st, Ter'l. trust, 6s, 1910	102	102
Sinking fund, 4s, 1919	90½	91½	1st, cons. 6s, 1920	124	125	N. Y. Sun. & West.—1st, 6s	81	82	Tex. & N. O.—1st, 7s, 1905	102	102
Denver Div.—4s, 1922.	90½	91½	1st, cons. 6s, 1920	124	125	Midland of N. Y.—1st, 6s	94	96	Val. Div.—1st, 6s, 1912	70	70
Plain 4s, 1921.	127	127½	1st, cons. 6s, 1920	124	125	Nevada Central—1st, 6s.	103½	103½	Wab. St. L. & Pac.—Gen'l 6s	45	47½
C. R. L. P.—6s, cp., 1917.	127	127½	1st, cons. 6s, 1920	124	125	N. Pac. G. L. gr. 1st, cp. 6s	104½	104½	Chic. Div.—6s, 1910.	76	76
Keok. & Des M.—1st, 5s	102½	102½	1st, cons. 6s, 1920	124	125	Registered, 6s, 1921.	79	79	Hav. Div.—6s, 1910.	102½	107½
Central of N. J.—1st, 1900	113½	113½	1st, cons. 6s, 1920	124	125	N. O. Pac.—1st, 6s, 1920	103½	103½	Cairo Div.—6s, 1911	102½	107½
Consol. assured, 7s, 1902	109	112½	1st, cons. 6s, 1920	124	125	North & W.—Gen'l, 6s, 1931	103½	103½	Ind. Div.—6s, 1921	85	85
Adjustment, 7s, 1903.	104½	104½	1st, cons. 6s, 1920	124	125	New River—1st, 6s, 1932	104	104	Cairo Div.—6s, 1921	85	85
Cons. debent. 6s, 1908.	87	90	1st, cons. 6s, 1920	124	125	Ohio & Miss.—Consol. s.f.d.	120	120	Wabash—Mort. 7s, 1909	102	102
Leh. & H. J.—Cons. 6s, 1911.	103	103	1st, cons. 6s, 1920	124	125	Consolidated 7s, 1898.	120	120	T. & W.—1st, ext. 7s.	102	102
Am. Pk. & Imp.—1st, 6s, 1921	90½	91½	1st, cons. 6s, 1920	124	125	2d consolidated 7s, 1911	113	113	1st, St. L. Div. 7s, '89	92½	93½
Chic. Mil. & St. Paul.	132½	133	1st, cons. 6s, 1920	124	125	1st, Springfield Div. 7s	113	112	2d, 7s, 1893.	92	92½
2d, 7s, 1910.	121	121	1st, cons. 6s, 1920	124	125	Ohio Central—1st, 6s, 1920	63	63	Equip'mt. bds, 7s, '83.	70	70
1st, 7s, 8s, R. D., 1898.	128	128	1st, cons. 6s, 1920	124	125	1st, Term'l Tr. 6s, 1920	103	103	Consol. conv. 7s, 1907	60	72½
1st, Lac. Div. 7s, 1893.	120	120	1st, cons. 6s, 1920	124	125	Ohio So. Div. 6s, 1921	103	103	Chic. West'n—1st, 7s, '88	102½	103½
1st, I. & M., 7s, 1897.	122	122	1st, cons. 6s, 1920	124	125	Oregon & Cal.—1st, 6s, 1921	74	75½	2d, 7s, 1893.	92	94
1st, I. & D., 7s, 1903.	122	122	1st, cons. 6s, 1920	124	125	Or. & Trans.—6s, '82-1922	107	107	H. & N. Naples—1st, 7s	102	102
Consol. 7s, 1890.	123	123	1st, cons. 6s, 1920	124	125	Oregon Imp. Co.—1st, 6s.	68½	70	Ill. & So. Ia.—1st, 6s.	102	102
1st, 7s, 1884.	123	123	1st, cons. 6s, 1920	124	125	Oregon RR. & Nav.—1st, 6s.	108	108	St. L. & C. & N.—E. 7s.	102	102
1st, Minn. Div. 6s, 1910	111	111	1st, cons. 6s, 1920	124	125	Panama—S. T., sub. 6s, 1910	105	105	St. L. & C. & N.—E. 7s.	102	102
1st, I. & D., 7s, 1910.	122	122	1st, cons. 6s, 1920	124	125	Peoria Dec. & Ev.—1st, 6s	104	104	Omaha Div.—1st, 6s, 1919	102	102
1st, Chic. & P. W., 7s, 1921	115½	115½	1st, cons. 6s, 1920	124	125	Evans Div.—1st, 6s, 1920	103	103	St. Chas. Bge.—1st, 6s	102	102
1st, Min. P. L. Div. 5s, 1921	97	99½	1st, cons. 6s, 1920	124	125	Peoria & Pek. Un.—1st, 6s	103	103	W. & N. Div.—1st, 6s	110	110
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Central Pac. G. 6s.	112	113	N. W. Telegraph—7s, 1904	100	100
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	San Joaquin Br.—6s.	103	103	Mut. Un. Tel. S. Ind. 6s.	67½	67½
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Land grant bonds, 6s.	103½	104½	Spring Val. W. W.—1st, 6s		
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	West. Pac.—Bonds, 6s	110	112			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of Cal.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of Ariz.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of N. Mex.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Union Pacific—1st, 6s.	110	112			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Central Pac. G. 6s.	112	113			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	San Joaquin Br.—6s.	103	103			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Cal. & Oregon—1st, 6s	103	103			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	St. L. & O.—1st, 6s	103	103			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Land grant bonds, 6s.	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	West. Pac.—Bonds, 6s	110	112			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of Cal.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of Ariz.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of N. Mex.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Union Pacific—1st, 6s.	110	112			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Central Pac. G. 6s.	112	113			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	San Joaquin Br.—6s.	103	103			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Cal. & Oregon—1st, 6s	103	103			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	St. L. & O.—1st, 6s	103	103			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Land grant bonds, 6s.	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	West. Pac.—Bonds, 6s	110	112			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of Cal.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of Ariz.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	So. Pac. of N. Mex.—1st, 6s	103½	104½			
1st, W. & N. Div. 5s, 1921	97	98	1st, cons. 6s, 1920	124	125	Union Pacific—1st, 6s.	110	112			

## New York Local Securities.

Bank Stock List.				Insurance Stock List.			
COMPANIES.				COMPANIES.			
Marked thus (*) are not National.				(Prices by E. S. Bailey, 7 Pine St.)			
Par.	Bid.	Ask.	PRICE.	Par.	Bid.	Ask.	PRICE.
America*	100	180	174	American	50	147	155
Amer. Exchange	100	183	174	Amer. Exchange	100	108	113
Broadway	25	250	250	Bowery	25	150	156
Butchers & Drov's	25	132	132	Broadway	25	165	175
Central	100	180	180	Brooklyn	17	165	170
Chase	100	145	145	Citizens*	20	145	150
Chatham	100	180	180	City	70	120	123
Chemical	100	2100	2100	Clinton	100	120	125
Citizens*	25	122	122	Commercial	50	60	90
City	100	270	270	Continental	100	230	240
Commerce	100	184	184	Eagle	40	240	250
Continental	100	122	122	Empire City	100	75	80
Corn Exchange*	100	175	175	Exchange	30	90	100
East River	25	150	150	Farragut	50	107	115
Eleventh Ward*	25	150	150	Fleming's	70	80	85
Fifth	100	100	100	Firemen's Trust	10	70	80
Fifth Avenue*	100	400	400	Franklin & Emp.	100	105	113
First	100	100	100	German-American	100	205	210
Fourth	100	100	100	Germania	50	135	142
Fulton	30	128	128	Globe	10	115	115
Gallatin	50	170	170	Greenwich	25	230	240
Garfield	100	100	100	Guardian	100	60	65
German American*	75	100	100	Hamilton	15	110	115
German Exchange*	100	145	145	Hanover	50	137	145
Greenwich*	25	150	150	Home	100	135	140
Hanover	100	155	155	Howard	50	58	65
Imp. & Traders*	100	200	200	Irving	100	60	70
Irving	50	140	140	Jefferson	30	125	130
Leather Manuf'rs	100	172	172	Knickerbocker	40	85	90
Manhattan*	50	167	170	Long Isl'd (B'klyn)	50	100	113
Marine	100	145	155	Lorillard	25	65	75
Mechanics	25	152	152	Manufac. & Build.	100	95	100
Mechanics & Trads	25	150	150	Mech. & Traders	25	85	90
Mercantile	100	130	130	Mechanics (B'klyn)	50	105	112
Mercantile Exch.	50	50	50	Mercantile	50	60	65
Metropolis*	100	150	150	Mercantile	50	60	65
Metropolitan	100	150	150	Montauk (B'klyn.)	50	105	110
North River	30	122	122	Nassau (B'klyn.)	50	145	150
North River	30	122	122	National	37	90	95
Oriental	25	150	150	N. Y. Equitable	35	150	160
Pacific	50	160	170	N. Y. Fire	100	80	90
Park	100	166	166	Niagara	50	120	130
People's*	25	150	150	North River	25	105	110
Phenix	20	100	100	Pacific	25	175	185
Prodnce	100	130	130	Park	100	100	100
Republic	100	110	110	Peter Cooper	20	155	165
Seventh Ward	100	110	110	People's	50	108	115
Shoe & Leather	100	142	142	Phenix	50	143	150
State of New York*	100	125	125	Standard	50	90	100
Third	100	110	110	Star	100	60	65
Tradesmen's	40	112	112	Sterling	100	57	63
Union	50	170	170	Tradesmen's	25	120	125
United States	100	100	100	United States	25	127	133
Wall Street	50	100	100	Westchester	10	120	125
West Side*	100	100	100	Williamsburg City	50	200	210

## Gas and City Railroad Stocks and Bonds.

[Gas Quotations by GEO. H. PRENTISS &amp; CO., Brokers, 11 Wall Street.]

GAS COMPANIES.	Par.	Amount.	Period.	Rate.	Date.	Bid.	Ask.
Brooklyn Gas-Light	25	2,000,000	Var's	5	May 10 '84	132	133
Citizens' Gas-L. (B'klyn.)	20	1,200,000	Var's	3	Jan. 1 '84	92	93
Bonds	1,000	315,000	A. & O.	3 1/2	Apr. 1 '84	107	110
Harlem	50	2,000,000	F. & A.	3	Feb. 1 '84	120	122
Jersey City & Hoboken	50	4,000,000	J. & J.	7 1/2	Jan. 1 '84	160	162
Manhattan	50	4,000,000	J. & J.	5	Apr. 1 '84	279	282
Metropolitan	100	2,500,000	M. & N.	5	May 13 '84	230	235
Bonds	500	750,000	F. & A.	3	Apr. 1 '84	107	110
Mutual (N. Y.)	100	3,500,000	Quar.	2 1/2	Apr. 10 '84	132	135
Bonds	1,000	1,000,000	M. & N.	6	1902	184	188
Nassau (B'klyn.)	25	1,000,000	Var's	3	Sept. 1 '82	100	100
Scrip	Var's	700,000	M. & N.	2 1/2	May 1 '84	156	156
New York	100	4,000,000	M. & N.	5	May 1 '84	154	156
People's (B'klyn.)	100	1,000,000	J. & J.	3 1/2	Jan. 1 '84	80	85
Bonds	1,000	375,000	M. & N.	3 1/2	May 1 '84	106	110
Bonds	Var's	125,000	Var's	3	Apr. 1 '84	95	100
Central of New York	50	456,000	F. & A.	2	Feb. '84	80	80
Williamsburg	100	1,000,000	Quar.	2 1/2	Apr. 1 '84	100	105
Bonds	1,000	1,000,000	M. & N.	3	Jan. 1 '84	105	108
Metropolitan (B'klyn.)	100	1,000,000	M. & N.	3	Apr. 1 '84	92	95
Municipal	100	3,000,000	J. & J.	6	May 1 '84	213	215
Bonds	100	750,000	M. & N.	6	1888	107	110
Fulton Municipal	100	3,000,000	J. & J.	6	1888	107	110
Equitable	100	2,000,000	J. & J.	6	1888	108	112

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

B'klyn. St. & Fult. Fr.-Stk	100	900,000	J. & J.	3 1/2	Jan. '84	23	25 1/2
1st mort.	1,000	700,000	J. & J.	7	July, 1900	111	113 1/2
Br'way & 7th Av.-Stk.	100	2,100,000	J. & J.	2	Apr. '84	158	160
1st mort.	1,000	1,500,000	J. & D.	5	June, 1914	103	105
Brooklyn City-Stock	100	2,000,000	J. & D.	3 1/2	May, '84	210	215
1st mort.	1,000	800,000	J. & J.	5	Jan. 1902	106	110
B'klyn. Crowsdown-Stock	100	200,000	J. & J.	4	Apr. '84	105	110
1st mort. bonds	1,000	400,000	J. & J.	7	Jan. 1888	105	112
Bushw'k Av. (B'klyn)-Stk	100	500,000	J. & J.	2	May, '84	160	165
Central Crowsdown-Stk.	100	600,000	J. & J.	6	Apr. '84	145	155
1st mort.	1,000	250,000	M. & N.	6	Nov. 1902	105	110
Cent. P.K.N. & E. Riv.-Stk	100	1,800,000	J. & J.	2	Dec. '84	144	145
1st mort. bonds	1,000	1,200,000	J. & D.	7	Dec. 1902	120	121
Christ'ph'r 10th St.-Stk	100	650,000	F. & A.	2 1/2	Feb. '84	137	142
1st mort.	1,000	1,800,000	J. & J.	7	Oct. 1898	105	108
Dry Dk.E.B. & Bat'y-Stk	100	1,200,000	J. & J.	2 1/2	May, '84	210	220
1st mort., consol.	500 & c.	900,000	J. & D.	7	June, '93	114	116 1/2
Scrip	100	1,200,000	F. & A.	8	1914	105	110
Eighth Av.-Stock	100	1,000,000	M. & N.	2 1/2	Apr. '84	265	290
Scrip	100	700,000	F. & A.	6	Feb. 1914	105	110
42d & Gr'd St. Fr'y-Stk	100	1,400,000	M. & N.	6	May, '84	205	205
1st mort.	1,000	236,000	A. & O.	7	Apr. '93	112	117
Hous. W. St. & F. Y.-Stk	100	250,000	J. & J.	7	July, '84	110	115
1st mort.	500	500,000	J. & J.	7	July, '84	111	113
Second Av.-Stock	100	1,862,000	J. & J.	5	Jan. '84	202	210
3d mort.	1,000	150,000	A. & O.	7	Apr. '85	101	103
Consol.	100	1,000,000	M. & N.	7	May, '88	107	108
Sixth Av.-Stock & scrip	100	1,500,000	M. & N.	10	May, '84	111	113
1st mort.	1,000	500,000	J. & J.	7	July, '90	110	115
Third Av.-Stock	100	2,000,000	J. & J.	4	May, '84	275	280
Twenty-third St.-Stock	100	2,000,000	J. & J.	7	Jan. '90	111	113
1st mort.	100	250,000	M. & N.	7	May, '93	110	113

\* This column shows last dividend on stocks, but date of maturity on bonds.

## Quotations in Boston, Philadelphia and Baltimore.

SECURITIES.		Bid.	Ask.	SECURITIES.		Bid.	Ask.
<b>BOSTON.</b>				<b>BOSTON.</b>			
Atch. & Topoka-1st, 7s.	122	122	122	Buff. Pitts. & W.-Gen. 6s	106	106	106
Land grant, 7s.	117	117	117	Cam. & Amboy-6s, c. 89	106	106	106
Atlantic & Pacific-6s	92 1/2	92 1/2	92 1/2	Mort. 6s, 1889	111	111	111
Income	17	17	17	Cam. & Atl.-1st, 7s, c. 93	111	111	111
Boston & Maine-7s	17	17	17	2d, 6s, 1904	118	118	118
Boston & Albany-7s	17	17	17	Cons. 6 p. c.	105	105	105
Boston & Lowell-7s	17	17	17	Cam. & Burl. Co.-6s, '97	105	105	105
6s	17	17	17	Catawissa-1st, 7s, con. c.	105	105	105
Boston & Providence-7s	17	17	17	2d, 6s, 1904	122	122	122
Burl. & Mo.-1st, 7s, c. 7s	117	117	117	Chart's V.-1st, 7s, 1901	117	117	117
Nebraska, 6s. Exempt	116 1/2	116 1/2	116 1/2	Connect'g 6s, c. 1900-04	117	117	117
Nebraska, 6s. Non-expt	105 1/2	105 1/2	105 1/2	Con. & Del. Ant. deb. 6s	104	104	104
Nebraska, 4s	105 1/2	105 1/2	105 1/2	Delaware-6s, 7s, c. p. Y	104	104	104
Conn. & Passumpsic-7s	117 1/2	117 1/2	117 1/2	Del. & Bound Br.-1st, 7s	104	104	104
Connoton Valley-6s	117 1/2	117 1/2	117 1/2	East Penn.-1st, 7s, 1888	108	108	108
6s	117 1/2	117 1/2	117 1/2	Easton & Amb'y-5s, 1920	108	108	108
East'n, Mass.-6s, new	110 1/2	110 1/2	110 1/2	Ed. & Winst'l-1st, 6s, 1910	100	100	100
Fort Scott & Gulf-7s	110	110	110	5s, perpetual	100	100	100
K. City St. Jo. & C. B.-7s	120	120	120	Harris'g-1st, 6s, 1883	116	116	116
Little R. & Ft. S.-7s, 1st	94	94	94	H. & B. T.-1st, 7s, c. 1890	116	116	116
K. City Sp'd & Mem.-6s	13 1/2	13 1/2	13 1/2	Cons. 6s, 1889, 1st, c. 7s	116	116	116
Mexico Central-7s	13 1/2	13 1/2	13 1/2	Itasca & Ath.-1st, c. 7s	116	116	116
N. Y. & N. England-6s	103	103	103	Junction-1st, 6s, 1882	116	116	116
N. Mexico & So. Pac.-7s	118 1/2	118 1/2	118 1/2	2d, 6s, 1900	116	116	116
Ogdens & L. Ch.-Con. 6s	118 1/2	118 1/2	118 1/2	N. B. D. F.-1st, 6s, c. 1932	116	116	116
Income	13 1/2	13 1/2	13 1/2	2d, 7s, reg. 1910	116	116	116
Old Colony-7s	117 1/2	117 1/2	117 1/2	Cons. 6s, C. & R., 1923	125	125	125
6s	117 1/2	117 1/2	117 1/2	N. O. Pac.-1st, 6s, 1920	102	102	102
Atch. & Topoka	77 1/2	77 1/2	77 1/2	N. Penn.-1st, 6s, c. 85	102	102	102
Boston & Albany	179 1/2	179 1/2	179 1/2	Gen. 7s, 1903	102	102	102
Boston & Lowell	115 1/2	115 1/2	115 1/2	Debutante 6s, reg.	104	104	104
Boston & Maine	165	165	165	Norfolk & West.-Gen. 6s	104	104	104
Boston & Providence	171	171	171	N. B. D. F.-1st, 6s, c. 1932	104	104	104
Chic. & West Michigan	33	33	33	2d, 7s, reg. 1910	104	104	104
Cinn. Sandusky & Cleve.	10 1/2	10 1/2	10 1/2	Cons. 6s, coup. 1905	118	118	118
Concord	102	102	102	Cons. 6s, c. 1907	105	105	105
Connoton Valley	111 1/2	111 1/2	111 1/2	Pa. & N. Y. C.-7s, 1896	122 1/2	122 1/2	122 1/2
Del. Lansing & No., pref.	35	35	35	Perk. 1903	129	129	129
Eastern, Mass.-7s	120	120	120	Phil & Erie-2d, 7s, c. 88	111	111	111
Fitchburg	25	25	25	6s, 1920	105	105	105
Flint & Pere Marquette	102 1/2	103	103	Cons. 6s, 1903	102	102	102
Preferred	82 1/2	83 1/2	83 1/2	Phila. Newt. & N. Y.-1st	120	120	120
Fort Scott & Gulf	28	28	28	Phil. & R.-1st, 6s, 1910	118	118	118
Preferred	18 1/2	18 1/2	18 1/2	2d, 7s, coup. 1893	128	128	128
Iowa Falls & Sioux City	18 1/2	18 1/2	18 1/2	Cons. 7s, reg. 1911	128	128	128
Kan. C. Springt. & Mem.	18 1/2	18 1/2	18 1/2	Cons. 6s, g., I. R. C. 1911	105	105	105
Little Rock & Ft. Smith	18 1/2	18 1/2	18 1/2	Imp. 6s, g., coup. 1897	105	105	105
Louisiana & Mo. River	18 1/2	18 1/2	18 1/2	Cons. 6s, g., coup. 1908	95 1/2	95 1/2	95 1/2
Preferred	18 1/2	18 1/2	18 1/2	Income 7s, coup. 1896	104	104	104
Maine Central	18 1/2	18 1/2	18 1/2	Cons. 5s, 1st ser. c. 1922	75	75	75
Manchester & Lawrence	18 1/2	18 1/2	18 1/2	Cons. 5s, 2d ser. c. 1893	85	85	85
Marq. Louisa & Onton	18 1/2	18 1/2	18 1/2	Cons. 4d, scrip. 85-88	89	89	89
Preferred	18 1/2	18 1/2	18 1/2	Cons. 2d, 6s, coup. 1893	100	100	100
Nashua & Lowell	145	145	145	Scrip. 1882	100	100	100
N. Y. & New England	131	131	131	Conv. 7s, R. C., 1893	100	100	100
Norwich & Worcester	143 1/2	144	144	Cons. 7s, c. off. Jan. '85	94	94	94
Old Colony	143 1/2	144	144	Phil. Wt. & Del.-1st, 7s, reg	94	94	94
Portland Saco & Portsmouth	19	21	21	Pitts. Cinn. & P.-1st, 7s, reg	95	95	95
Rutland-Preferred	10	21	21	Pitts. Titus. & B.-7s, c. p.	129	129	129
Seaside Beach & Lynn	1	1	1	Shokinov V. & Potts-7s	129	129	129
Tol. Cinn. & St. Louis	1	1	1	Shokinov V. & Potts-7s	80	80	80
Vermont & Mass	57	60	60	Shokinov V. & Potts-7s	80	80	80
Worcester & Nashua	57	60	60	Shokinov V. & Potts-7s	80	80	80
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Worcester & Nashua	57	60	60	Shokinov V. & Potts-7s	80	80	80
Worcester & Nashua	57	60	60	Shokinov V. & Potts-7s	80	80	80
Worcester & Nashua	57	60	60	Shokinov V. & Potts-7s	80	80	80
Worcester & Nashua	57						



RAILROAD EARNINGS.

The latest railroad earnings and the totals from Jan. 1 to latest date are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "January 1 to latest date" furnish the gross earnings from January 1 to, and including, the period mentioned in the second column.

Roads.	Week or Mo.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
		1884.	1883.	1884.	1883.
Ala. Gt. Southern	March.....	\$ 97,600	\$ 89,615	\$ 266,781	\$ 256,461
Atch. T. & S. F.	March.....	1,404,056	1,415,514	3,743,424	3,514,842
Buff. N.Y. & Phil.	February....	179,236	147,069	346,307	344,959
Bur. Ced. R. & N.	4th wk Apr	69,676	61,828	850,752	855,570
Can. Canadian Pacific	4th wk Apr	98,000	124,000	1,127,777	1,082,297
Central Iowa	4th wk Apr	29,490	24,466	447,203	373,896
Central Pacific	March.....	1,622,907	2,024,300	4,591,000	5,238,166
Chesap. & Ohio	April.....	296,367	293,630	1,151,171	1,141,341
Chi. & N. W.	April.....	58,863	47,540	210,220	209,976
Chicago & Alton	4th wk Apr	140,277	138,519	2,541,972	2,491,342
Chi. & Burlington	March.....	2,106,028	2,396,584	5,752,261	5,633,285
Chi. & East. Ill.	4th wk Apr	28,192	29,651	547,027	514,185
Chi. & Gr. Trunk	Wk Mar. 8	60,057	59,603	521,636	483,173
Chi. Mil. & St. P.	Wk Mar. 8	11,730	11,062	653,000	648,236
Chi. & North.	1st wk May	433,100	417,500	7,004,718	6,936,188
Ch. St. P. Min. & O.	4th wk Apr	165,300	134,200	1,651,106	1,466,864
Ch. & W. Mich.	3d wk Apr	30,561	29,812	448,838	404,976
Ch. Ind. St. & T. P.	2d wk Apr	44,963	44,633	598,139	648,788
Cin. N. O. & T. C.	March.....	231,600	227,475	574,191	567,322
Cin. Wash. & Balt.	4th wk Apr	40,011	42,359	539,671	582,484
Clev. Akron & Col.	April.....	11,730	11,062	1,166,637	1,166,637
Clev. C. & Ind. March.	31st Mar.	318,714	371,478	875,208	948,541
Danbury & Nor.	February....	13,541	14,293	25,740	28,961
Denver & Rio Gr.	March.....	453,005	548,580	1,332,076	1,469,377
Des. Mo. & Ft. D.	3d wk Apr	7,172	6,120	99,181	87,420
Det. Lans. & Gt. W.	4th wk Apr	47,614	41,834	435,934	476,323
Dub. & Sioux City	3d wk Apr	18,373	21,679	267,473	312,724
Eastern	March.....	244,293	267,604	765,663	786,668
E. Tenn. Va. & Ga.	April.....	128,322	128,322	1,248,261	1,248,261
Evans. & T. H.	4th wk Apr	15,538	14,463	214,529	224,434
Flint & P. Mar.	4th wk Apr	65,680	63,687	811,221	822,102
Fl. R. W. & N. C.	4th wk Apr	23,007	16,146	354,175	297,225
Fl. Worth & Den.	4th wk Apr	10,806	6,400	121,000	101,900
Grand Trunk	Wk Apr. 26	303,996	354,309	5,163,091	5,793,288
Gr. Bay W. & St. P.	April.....	8,418	9,770	116,364	121,161
Gu. Cal. & San F.	April.....	129,773	129,934	1,269,572	1,269,572
Hous. E. & W. Tex.	February....	26,899	21,788	50,741	46,637
I. & W. Cent. (Ill.)	4th wk Apr	193,504	184,700	3,242,860	3,458,460
Do (Iowa)	4th wk Apr	30,000	38,391	526,800	610,666
Ind. Bloom. & W.	4th wk Apr	46,537	48,547	829,616	935,789
K. C. Ft. S. & Gu.	3d wk Apr	37,725	27,775	895,549	561,737
Kan. C. Sp. & M.	3d wk Apr	21,487	33,773	258,673	282,936
Kentucky & Ind.	April.....	129,773	129,934	1,269,572	1,269,572
L. Erie & West. N.	January....	87,638	106,672	76,638	76,638
L. R. & Ft. Smith	April.....	35,352	36,862	155,286	169,292
L. R. M. Riv. & T.	April.....	24,935	30,310	107,268	134,548
Long Island	1st wk May	58,387	56,508	683,132	649,267
La. & Mo. River	January....	51,200	49,600	51,200	49,600
Louis. & Nashv.	4th wk Apr	334,440	281,943	4,346,236	4,222,329
M. & Hough.	4th wk Apr	20,896	20,896	63,444	63,444
Memph. & Chan.	1st wk May	31,783	20,806	367,331	377,778
Mexican Cent. E.	April.....	250,000	186,895	865,136	670,107
Mex. Nat. No. D.	3d wk Apr	8,100	.....	135,850	.....
Southern Div.	3d wk Apr	18,100	.....	217,500	.....
Other lines.	4th wk Mar	11,560	.....	101,260	.....
Milwaukee & No.	4th wk Apr	13,635	11,925	163,320	142,615
M. L. S. & West.	Wk Apr	29,350	26,560	312,140	295,251
Min. & St. Lou.	March.....	144,018	169,151	1,312,348	1,312,348
Missouri Pac. E.	March.....	170,000	128,866	709,584	593,167
Mobile & St. L.	April.....	206,819	206,164	604,306	598,151
N. O. & Northeast	March.....	33,110	7,483	107,648	16,473
N. Y. & New Eng.	March.....	259,481	296,311	758,759	779,703
N. Y. Erie & W. D.	February....	1,233,409	1,283,616	2,505,740	2,808,485
N. Y. Pa. & O.	February....	388,112	388,112	3,388,112	3,388,112
N. Y. Susq. & West	March.....	71,704	76,974	199,899	211,778
Norfolk & West.	April.....	196,001	190,996	844,676	800,162
Shenandoah V.	April.....	58,563	60,677	233,090	213,803
Northern Cent. I.	March.....	462,564	506,863	1,271,023	1,492,983
Northern Pacific	4th wk Apr	437,400	174,609	3,424,600	1,986,767
Ohio Central	4th wk Apr	33,334	25,301	331,057	296,617
Ohio & Miss.	April.....	491,047	914,839	1,253,067	1,253,067
Oregon & Cal.	February....	61,997	57,300	137,491	139,790
Oregon Imp. Co.	January....	264,192	234,597	264,192	234,597
Oregon R. & N. Co.	April.....	432,600	399,290	1,300,896	1,437,625
Pennsylvania	March.....	1,002,627	1,189,380	11,003,593	11,830,952
Peoria De. & Ev.	4th wk Apr	16,924	17,512	218,799	213,523
Phila. & Erie	March.....	295,402	308,069	747,667	923,472
Phila. & Reading	March.....	1,431,994	1,669,241	4,192,868	4,731,878
Do Cent. N. J.	March.....	311,465	1,160,482	2,850,264	3,035,021
Do C. & Iron	March.....	914,465	1,160,482	2,850,264	3,035,021
Richm'd & Danv.	April.....	317,000	267,200	1,273,773	1,294,619
Ch. Col. & Aug.	3d wk Apr	13,796	12,709	255,397	283,596
Col. & Gr.	3d wk Apr	9,886	9,120	221,666	283,587
Ya. Midland	April.....	120,883	104,432	456,951	446,224
West. No. Car.	April.....	31,597	21,766	127,346	165,850
Roch. & Pittsb'g	4th wk Apr	32,242	9,422	311,009	105,850
Rome Wat. & O.	March.....	132,163	120,621	327,546	327,045
St. Johns. & L.	January....	12,640	16,763	12,640	16,763
St. L. Alton & T. H.	4th wk Apr	34,262	30,376	481,432	496,228
Do (brecks)	4th wk Apr	18,066	17,418	267,555	275,285
St. Louis & Cairo	2d wk Apr	5,606	6,811	71,439	94,302
St. L. Ft. S. & W.	4th wk Apr	4,069	4,169	54,451	56,446
St. L. & San Fran	4th wk Apr	113,821	80,300	1,424,859	1,125,067
St. Paul & Dul'th	4th wk Apr	25,761	23,629	266,292	266,932
St. Pauli. & Man.	April.....	804,999	812,016	2,361,533	2,421,205
Southern Carolina	March.....	110,695	136,783	373,594	415,973
So. Pac. Cal. N. D.	January....	79,413	66,938	79,413	66,938
Do So. Div. G.	January....	310,257	299,733	310,257	299,733
Do Arizona	January....	166,001	186,619	166,001	186,619
Do N. Mex. G.	January....	54,834	56,574	54,834	56,574
Tex. & St. Louis	3d wk Apr	15,486	.....	228,496	.....
Tol. Cin. & St. L.	February....	83,641	61,598	177,185	141,601
Union Pacific	February....	1,547,969	1,673,224	3,086,877	3,590,078
Utah Central	March.....	81,599	104,669	322,315	302,730
Vicksburg & Mer.	March.....	38,900	43,803	125,139	140,089
Vicksburg & Mer.	March.....	4,600	4,169	37,812	35,773
West Jersey	March.....	82,493	76,890	218,979	200,000
Wisconsin Cent'l	1st wk Apr	30,548	32,238	397,860	348,703

a Includes Southern Kansas lines in both years. b Includes Southern Division. c Includes New York Penn. & Ohio road. d Not including earnings of New York Penn. & Ohio road. e Including both divisions. f Snow blocked. g Included in Central Pacific earnings above. h Embracing lines in Missouri, Arkansas and Texas.

New York City Banks.—The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business May 3:

Banks.	Average Amount of—				
	Loans and Discounts.	Specie.	Legal Tenders.	Net Deposits other than U. S.	Circulation.
	\$	\$	\$	\$	\$
New York	9,758,000	1,595,000	1,015,000	9,242,000	450,000
Manhattan Co.	7,278,000	1,058,000	540,000	6,336,000	500,000
Merchants	7,720,000	999,700	752,400	7,122,200	355,000
Mechanics	8,190,000	1,372,000	673,000	7,285,000	.....
Union	4,331,300	167,600	342,600	3,841,100	.....
America	10,000,000	699,000	405,500	7,064,500	1,100
Phoenix	2,985,000	519,000	226,700	2,731,000	267,700
City	7,492,900	2,334,300	400,000	7,821,900	.....
Tradesmen's	3,206,400	366,600	130,600	2,091,100	787,100
Fulton	1,635,600	371,100	111,400	1,354,000	.....
Commercial	13,956,400	3,510,500	920,900	14,407,000	.....
Merchants' Exch.	3,229,300	191,800	430,900	2,668,300	283,500
Gallatin National.	4,782,700	318,300	456,600	2,712,900	631,500
Butchers' & Prov.	1,880,400	398,800	119,600	1,795,400	221,000
Mechanics' & Tr.	1,095,000	104,000	114,000	1,148,000	45,000
Garfield	1,021,500	136,700	82,400	1,004,700	157,600
Greenwich	2,997,700	265,000	418,000	2,700,300	525,900
Leather Manufas.	1,271,300	208,000	114,000	1,255,700	12,200
Seventh Ward	4,457,300	889,000	374,100	4,167,600	.....
State of N. Y.	12,028,800	1,476,000	1,597,000	10,802,000	510,500
American Exch'g.	17,991,000	2,330,500	1,265,800	13,029,100	841,300
Commerce	6,201,400	937,400	277,800	4,881,400	897,000
Broadway	7,221,000	1,456,400	474,000	7,736,800	401,000
Mercantile	2,211,000	378,200	172,200	2,232,000	.....
Nassau	3,444,000	425,800	175,500	2,789,000	180,000
Republic	4,245,200	909,700	309,500	4,470,400	45,000
Chatham	1,889,500	78,100	148,900	1,792,400	5,400
Peoples'	3,535,200	437,000	349,200	3,875,000	.....
North America	1,014,000	136,700	82,400	1,004,800	157,600
H. Dover	3,208,900	397,300	301,500	3,037,000	324,000
Irving	10,673,000	1,683,000	610,000	8,907,000	1,305,000
Metropolitan	2,844,700	716,900	270,500	3,363,200	267,500
Citizens'	2,935,400	522,800	111,200	2,400,300	438,400
St. Nicholas	2,935,400	522,800	164,700	2,602,200	.....
Shoe & Leather	3,314,000	672,000	245,000	3,518,000	450,000
Exchange	5,737,400	653,600	230,000	4,853,000	.....
Continental	5,247,900	428,800	483,000	7,442,400	62,100
Oriental	2,166,000	116,600	291,600	2,055,000	.....
Marine	4,571,000	1,019,000	251,000	5,254,000	266,000
Importers' & Trad.	20,529,400	5,107,500	1,227,200	23,355,000	1,321,300
St. Louis	3,726,600	3,895,000	1,947,100	2,811,500	45,000
Wall Street	1,79,600	173,600	21,900	1,721,600	.....
North River	1,543,000	21,000	138,000	1,440,000	.....
East River	1,88,300	91,600	160,400	971,500	224,100
Central National	3,122,800	3,345,000	1,947,100	16,800,000	390,000
Second National	8,187,000	508,000	1,503,000	9,549,000	297,000
Third National	3,716,000	320,000	689,000	4,055,000	45,000
Fourth National	6,016,500	726,900	543,000	5,734,000	579,700
First National	1,129,900	139,700	220,500	1,069,700	449,900
Third National	4,519,100	875,500	747,000	4,900,600	.....
N. Y. Nat. Exch.	1,577,800	116,100	214,100	1,307,400	269,500
Bowery	1,991,600	351,700	188,200	1,977,100	221,000
N. Y. County	1,839,100	188,000	635,900	2,494,500	180,000
Fourth National	2,267,600	202,200	220,500	2,266,800	.....
Chase National	4,177,100	1,369,300	807,900	5,594,500	45,000
Fifth Avenue	2,552,300	676,900	206,000	2,775,300	.....
German Exch'g.	2,269,600	402,000	195,000	2,379,900	.....
First National	1,130,900	102,000	220,500	1,069,700	449,900
United States	6,064,400	791,000	365,000	6,319,300	446,500
Lincoln	1,936,600	351,800	234,900	2,303,600	44,000
Garfield	989,300	73,900	161,500	884,000	178,700
Fifth National	1,166,800	147,100	107,100	1,159,100	133,200
Total	341,930,500	55,997,100	28,112,300	333,215,600	14,417,500



## ABSTRACT FROM REPORTS OF THE NATIONAL BANKS MADE TO THE COMPTROLLER MARCH 7, 1884.

Mar. 7, 1884.	No. of banks.	Capital.	Surplus.	Deposits.		Loans & discounts (Incl. overdrafts).	Gold and gold C. H. certificates.	Gold Treasury certificates.	Silver.	Silver Treasury certificates.	Legends & U. S. depts.
				Individual.	Other.						
<b>N. England.</b>											
Maine.....	71	10,435,000	2,438,343	9,177,322	124,775	16,277,750	510,690	1,880	604,450	1,386	2,177,66
N. Hampshire.....	49	8,155,000	1,217,710	4,513,824	335,291	8,055,571	140,279	9,120	50,825	1,386	1,312,96
Vermont.....	48	8,036,000	1,708,630	5,133,782	42,727	11,879,919	167,459	4,347	59,577	790	1,271,13
Boston.....	54	50,950,000	11,723,634	72,197,035	127,453	115,393,578	2,728,217	2,818,560	142,473	811,760	5,276,43
Mass., other.....	193	45,702,500	13,682,078	47,699,361	225,665	81,624,332	1,284,656	72,440	315,896	214,041	1,721,81
Rhode Island.....	83	20,540,050	4,130,679	11,580,590	117,808	30,835,176	291,322	2,630	77,954	2,610	489,306
Connecticut.....	68	23,956,820	6,908,054	22,444,543	287,820	42,075,284	855,513	83,300	188,766	3,160	531,439
<b>Total Div. No. 1</b>	<b>508</b>	<b>167,775,370</b>	<b>41,859,128</b>	<b>172,946,457</b>	<b>1,201,538</b>	<b>309,821,610</b>	<b>5,990,941</b>	<b>2,992,270</b>	<b>895,941</b>	<b>844,770</b>	<b>8,939,270</b>
<b>N. Middle.</b>											
New York City.....	47	49,850,000	21,093,381	217,946,774	605,207	255,827,609	37,641,742	21,582,060	607,370	2,641,286	1,947,70
Albany.....	7	1,800,000	1,400,000	6,431,051	73,742	6,915,686	376,254	183,400	28,171	2,500	589,550
N. York, other.....	260	34,744,160	8,957,296	81,560,112	608,639	90,569,290	2,358,605	370,030	755,553	30,030	3,757,727
New Jersey.....	70	12,253,350	3,918,829	29,552,208	181,934	31,611,562	653,600	130,230	266,881	23,840	1,787,063
Philadelphia.....	33	17,969,920	8,457,303	65,613,185	230,444	66,362,456	6,273,450	213,180	682,319	227,450	8,625,534
Pennsylvania.....	23	10,150,000	3,417,957	21,624,808	241,044	25,306,338	5,157,121	124,240	122,939	31,710	2,506,810
Penna., other.....	220	31,737,540	9,579,064	64,366,412	368,053	68,426,950	2,713,822	160,020	1,180,227	65,680	2,730,707
<b>Total Div. No. 2</b>	<b>660</b>	<b>158,504,970</b>	<b>60,224,430</b>	<b>487,092,544</b>	<b>2,368,431</b>	<b>545,013,847</b>	<b>51,534,632</b>	<b>22,883,160</b>	<b>3,637,090</b>	<b>995,010</b>	<b>14,238,707</b>
<b>S. Middle.</b>											
Delaware.....	15	1,823,985	643,340	3,785,471	43,928	4,212,561	114,801	3,500	80,950	2,080	194,740
Baltimore.....	17	11,890,330	2,995,100	19,540,725	109,467	25,837,019	315,183	553,430	173,543	64,100	3,528,414
Maryland, oth.....	24	2,541,700	771,804	5,616,731	.....	5,942,403	199,199	1,916	104,944	10,480	355,952
Washington.....	5	1,125,000	284,000	2,781,115	77,084	2,162,873	119,847	.....	12,620	61,080	333,772
Dist. Col., oth.....	2	252,000	60,000	1,922,874	.....	2,172,972	195,404	.....	29,190	.....	41,060
Virginia.....	23	3,436,300	1,156,354	12,148,700	450,452	12,832,476	319,754	4,300	120,144	13,080	2,064,432
West Virginia.....	29	1,961,000	501,015	2,464,798	.....	3,564,522	196,472	40	33,341	4,720	206,434
<b>Total Div. No. 3</b>	<b>105</b>	<b>22,890,315</b>	<b>6,382,213</b>	<b>47,024,193</b>	<b>680,951</b>	<b>54,794,323</b>	<b>1,316,337</b>	<b>658,570</b>	<b>535,312</b>	<b>158,290</b>	<b>5,406,537</b>
<b>Southern.</b>											
North Carolina.....	15	2,401,000	564,905	3,809,774	16,498	4,482,906	132,933	1,700	95,187	4,440	340,665
South Carolina.....	14	1,920,000	757,000	3,109,311	216,634	4,036,066	161,854	580	93,538	1,020	259,231
Georgia.....	15	2,414,000	685,121	3,575,714	94,000	4,152,972	195,404	45,436	171,477	65,670	313,372
Florida.....	2	100,000	14,923	1,022,874	.....	4,027,761	12,131	.....	24,817	.....	93,000
Alabama.....	10	1,433,000	287,800	2,249,381	31,214	2,548,059	73,235	23,444	47,179	19,100	203,151
Mississippi.....	3	775,000	11,124	4,163,361	.....	302,279	7,890	.....	19,231	29,750	22,291
New Orleans.....	8	3,485,000	1,175,000	10,128,404	.....	10,551,198	203,613	69,020	127,471	812,410	925,254
Louisiana, oth.....	1	100,000	4,000	100,693	.....	155,876	563	120	2,411	3,900	19,180
Texas.....	47	17,750,000	1,389,181	9,001,566	175,662	10,866,269	353,267	48,430	191,835	139,680	945,160
Arkansas.....	5	4,355,000	1,558,681	1,314,743	75,345	1,877,337	8,621,973	500	36,197	31,750	145,401
Louisville.....	9	3,551,471	804,471	3,508,874	77,337	8,074,978	192,833	32,000	60,197	7,400	1,883,235
Kentucky, oth.....	58	9,440,900	1,747,189	9,780,740	323,611	15,485,441	322,646	27,600	95,633	26,630	548,716
Tennessee.....	31	4,153,300	819,496	9,687,284	246,540	10,628,341	475,634	41,250	202,118	105,780	687,557
<b>Total Div. No. 4</b>	<b>218</b>	<b>34,216,000</b>	<b>8,533,291</b>	<b>57,234,851</b>	<b>2,126,841</b>	<b>72,847,238</b>	<b>2,132,268</b>	<b>290,130</b>	<b>1,118,787</b>	<b>1,237,090</b>	<b>4,887,380</b>
<b>West. Middle.</b>											
Cincinnati.....	13	9,100,000	1,110,000	13,942,753	735,000	20,153,883	303,598	6,700	70,966	31,450	2,647,696
Cleveland.....	7	4,550,000	635,000	8,351,988	535,551	10,530,490	535,463	.....	80,991	1,255,000	1,255,000
Ohio, other.....	181	21,621,000	4,381,871	31,941,536	417,979	44,183,410	1,916,162	15,900	433,407	15,900	2,834,501
Indiana.....	17	14,062,500	3,720,571	21,449,781	729,143	27,724,205	1,379,193	18,500	32,984	35,020	1,808,339
Chicago.....	11	10,050,000	2,980,000	31,348,435	65,211	44,783,825	4,732,149	355,700	161,784	15,500	7,012,086
Illinois, other.....	151	13,099,000	4,126,626	31,197,996	751,370	32,525,060	1,838,151	48,730	297,647	33,171	1,967,034
Detroit.....	5	2,650,000	201,000	7,018,400	461,235	8,114,930	723,024	80	91,778	4,490	470,357
Michigan, other.....	87	9,235,000	2,094,000	18,039,447	33,188	23,145,167	1,127,433	12,350	201,191	10,150	774,050
Wisconsin.....	4	6,500,000	540,000	15,397,455	504,458	4,066,263	435,510	70,000	25,324	2,534	400,078
Wisconsin, oth.....	42	3,480,000	766,181	10,052,064	84,884	9,796,856	640,728	1,100	82,648	830	471,076
<b>Total Div. No. 5</b>	<b>597</b>	<b>88,801,100</b>	<b>20,358,862</b>	<b>131,441,282</b>	<b>4,349,019</b>	<b>225,024,277</b>	<b>15,437,021</b>	<b>569,150</b>	<b>1,567,820</b>	<b>150,380</b>	<b>19,810,837</b>
<b>Western.</b>											
Iowa.....	115	9,600,000	2,106,757	18,244,453	300,057	21,090,681	877,927	26,000	223,938	21,390	1,428,342
Minnesota.....	45	9,665,000	1,582,034	15,917,173	406,179	23,348,931	956,400	4,950	149,616	2,240	648,166
St. Louis.....	6	3,250,000	733,372	5,776,466	166,844	9,920,255	764,104	137,000	14,844	21,000	1,174,838
Missouri, oth.....	35	2,956,240	514,817	6,578,733	88,902	7,187,048	723,091	15,970	72,469	35,160	400,220
Kansas.....	13	3,415,000	1,312,579	7,228,733	318,814	7,268,791	243,607	14,410	62,619	15,270	683,072
Nebraska.....	31	3,416,000	433,000	9,169,539	272,010	11,571,700	535,159	15,970	104,377	15,400	596,967
Dakota.....	32	1,990,000	412,615	3,241,533	137,680	3,637,612	133,425	1,300	50,628	1,610	339,769
<b>Total Div. No. 6</b>	<b>325</b>	<b>33,617,250</b>	<b>6,367,205</b>	<b>66,447,053</b>	<b>1,655,506</b>	<b>84,315,513</b>	<b>3,722,168</b>	<b>207,020</b>	<b>676,482</b>	<b>112,030</b>	<b>5,218,255</b>
<b>Pacific.</b>											
Nevada.....	1	75,000	20,000	146,900	.....	247,131	31,170	.....	1,241	200	2,004
San Francisco.....	1	1,500,000	219,246	1,183,944	.....	2,174,501	505,760	.....	20,175	.....	6,436
California, oth.....	13	1,950,000	394,856	6,589,743	406,740	6,284,049	1,608,657	8,040	60,801	12,200	553,224
Oregon.....	7	500,000	60,000	1,624,600	.....	2,324,738	565,293	4,700	22,144	1,440	12,323
Washington T.....	14	900,000	70,625	1,624,600	.....	1,928,679	308,100	380	55,831	974	31,633
<b>Total Div. No. 7</b>	<b>36</b>	<b>4,985,000</b>	<b>764,747</b>	<b>12,075,744</b>	<b>406,740</b>	<b>12,939,091</b>	<b>2,421,930</b>	<b>8,890</b>	<b>158,192</b>	<b>14,576</b>	<b>105,750</b>
<b>North. West.</b>											
Arizona.....	3	200,000	2,110	215,850	80,227	134,869	66,268	.....	2,630	.....	9,353
Colorado.....	22	1,635,000	807,060	9,709,284	334,676	7,518,788	615,557	2,070	81,100	7,850	698,387
Idaho.....	10	200,000	20,000	1,222,641	.....	316,831	27,972	120	10,966	1,060	39,357
Montana.....	12	1,375,000	478,230	4,782,634	137,137	5,729,634	1,081,631	6,000	32,712	3,160	293,672
New Mexico.....	6	550,000	152,533	1,076,148	171,641	1,084,641	90,889	.....	22,439	84	78,911
Utah.....	4	470,000	213,750	1,192,771	76,111	1,069,646	120,416	38,070	11,365	1,850	21,914
Wyoming.....	4	725,000	67,000	1,381,771	50,068	1,655,985	108,953	5,000	3,172	.....	44,221
<b>Total Div. No. 8</b>	<b>54</b>	<b>4,935,000</b>	<b>1,501,929</b>	<b>18,784,085</b>	<b>934,309</b>	<b>17,053,337</b>	<b>1,823,391</b>	<b>51,260</b>	<b>171,784</b>	<b>15,940</b>	<b>1,285,539</b>
<b>Total for U. S.</b>	<b>2,563</b>	<b>515,725,000</b>	<b>145,791,895</b>	<b>1,046,000,167</b>	<b>13,413,336</b>	<b>1,321,548,281</b>	<b>81,928,688</b>	<b>27,660,430</b>	<b>8,616,408</b>	<b>5,620,840</b>	<b>80,892,093</b>

## STATEMENT OF THE NATIONAL BANKS OF THE RESERVE CITIES, AND TOTALS.

TOTALS FOR RESERVE CITIES, & C.	Boston.		N. York.		Albany.		Phila.		Pittsburg.		Baltimore.		Wash.		N. Orleans.		St. Louis.		Cincinnati.		Cleveland.		Chicago.		Detroit.	
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## Investments

AND

## RAILROAD INTELLIGENCE.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the *Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others than subscribers at \$1 per copy.*

## ANNUAL REPORTS.

## Lake Shore &amp; Michigan Southern Railway.

(For the year ending Dec. 31, 1883.)

The annual report of this company for 1883 has just been issued. The statistics are admirably arranged, as usual. A map of the Lake Shore system will be found in the INVESTORS' SUPPLEMENT. The construction and equipment accounts now aggregate \$84,000,000, as against \$83,669,000 December 31st, 1882, an increase of \$331,000, being the amount invested in additional land in Chicago and additional equipment. The total funded debt December 31st, 1883, was \$42,942,000, a decrease of \$250,000—the regular annual contribution to the sinking fund. The freight statistics show a decrease in tonnage of 716,933 tons, or 7.8 per cent. The average rate per ton per mile is exactly one mill more than in 1882, so that notwithstanding the decrease in tonnage, the freight earnings show an increase of \$457,517, or 3.8 per cent.

There were laid in the track in 1883 11,004 tons (107.73 miles) steel rails, and 773,157 (276 miles) cross ties. The cost of these, together with all other expenditures necessary to the maintenance and improvement of the plant, were charged to operating expenses; yet the per cent of operating expenses in 1883, including all taxes, was 59.43 as against 60.67 in 1882 and 62.76 in 1881.

At the last annual meeting of stockholders, May 2d, 1883, a resolution was adopted, classifying the board of directors as follows: Five directors, term to expire May, 1886; four directors, term to expire May, 1885; four directors, term to expire May, 1884. In accordance with this resolution, at the annual meeting of stockholders, May 7, 1884, an election was held for four directors in place of those whose term expired, and one to fill the vacancy caused by the death of Augustus Schell, who was in the three-years class.

Comparative statistics for four years, compiled in the usual form for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.				
	1880.	1881.	1882.	1883.
Miles owned .....	1,025	1,025	1,025	1,025
Miles 's'd & control'd ..	152	152	315	315
Total operated...	1,177	1,177	1,340	1,340
Locomotives .....	494	532	547	553
Pass. mail & exp. cars ..	247	258	287	293
Freight cars .....	10,943	12,038	13,919	13,863
Coal & all other cars ..	2,411	2,822	2,879	2,786
OPERATIONS AND FISCAL RESULTS.				
Operations—	1880.	1881.	1882.	1883.
Passengers carried ..	3,313,485	3,682,006	4,118,532	3,909,356
Passenger mileage ..	176,148,767	207,953,215	227,098,958	215,715,155
Rate per pass. 1/2 mile ..	2.13 cts.	1.98 cts.	2.15 cts.	2.19 cts.
Freight (tons) moved ..	8,350,336	9,164,508	9,195,538	8,478,605
Freight (tons) mile'ge ..	* 1,851,166	* 2,021,735	* 1,892,863	* 1,689,512
Av. rate 1/2 ton 1/2 mile ..	0.750 cts.	0.617 cts.	0.628 cts.	0.728 cts.
Earnings—	1880.	1881.	1882.	1883.
Passenger .....	3,761,008	4,131,789	4,897,185	4,736,088
Freight .....	14,777,294	12,659,987	12,022,577	12,480,091
Mail, exp., rents, &c. ..	911,159	1,176,615	1,305,877	1,297,474
Total gross earnings ..	18,749,461	17,971,391	18,225,639	18,513,656
Operating expenses—	1880.	1881.	1882.	1883.
Maint'ce of way, &c. ..	1,815,072	2,182,510	2,323,789	2,095,492
Maint'ce of equip'm't ..	2,168,856	1,596,537	1,552,805	990,907
Transport'n exp'n'ses ..	5,307,829	6,275,361	5,968,359	6,392,742
Taxes .....	437,639	472,566	503,852	530,236
Miscellaneous .....	688,709	751,154	709,911	792,476
Total .....	10,418,105	11,278,428	11,057,807	11,001,853
Net earnings .....	8,331,356	6,692,963	7,167,832	7,511,803
P. of op. ex. to ear'gs ..	55.56	62.76	60.67	59.43
INCOME ACCOUNT.				
	1880.	1881.	1882.	1883.
Receipts—				
Net earnings .....	8,331,356	6,692,963	7,167,832	7,511,803
Interest, divid's, &c. ..	208,662	238,675	98,392	158,540
Pr. on bds. & st'ks sold ..	—	850,000	—	—
Total income .....	8,540,018	7,781,638	7,266,224	7,670,343
Disbursements—				
Rentals paid .....	282,955	273,925	357,087	471,876
Interest on debt .....	2,622,730	2,612,230	2,714,955	3,132,120
Dividends, guar. .....	53,350	53,350	53,350	53,350
Dividends, ordinary ..	3,957,320	3,957,320	3,957,320	3,957,320
Rate of dividend .....	8	8	8	8
New cars & engines .....	—	674,949	—	—
Miscellaneous .....	—	199,597	—	—
Total disbursements ..	6,916,356	7,771,371	7,082,712	7,614,666
Balance, surplus .....	1,623,662	10,267	183,512	55,677

\* Three ciphers omitted.

† Includes damage and loss of freight and baggage, personal injuries, law expenses, rents payable and hire of cars.

## GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.

Assets—	1880.	1881.	1882.	1883.
Rail'd, build'gs, &c. ..	68,862,600	69,818,600	69,848,600	70,018,600
Equipment .....	14,378,000	16,150,000	17,169,000	17,300,000
R'l est. & office prop. ..	223,597	305,798	365,780	365,780
Ch. & Can. So. bds. &c. ..	600,000	600,000	600,000	715,000
Stocks owned, cost .....	2,248,358	1,907,346	8,707,428	9,114,477
Bonds owned, cost .....	1,924,080	2,115,180	2,127,180	17,554,030
Advances .....	1,253,778	1,409,578	1,394,956	1,421,342
Materials, fuel, &c. ....	973,785	1,166,890	1,355,153	1,221,178
Cash on hand .....	3,410,798	724,669	531,275	317,320
Uncollected earnings ..	744,291	994,797	604,312	582,545
Total assets .....	91,719,287	95,282,898	102,761,634	102,940,272
Liabilities—				
Stock .....	50,000,000	50,000,000	50,000,000	50,000,000
Bds. (see SUPPLEM'T) ..	37,189,000	38,439,000	44,716,000	44,466,000
Dividends .....	2,005,335	1,016,005	1,016,005	1,016,005
Other liabilities .....	822,728	1,115,402	\$ 2,133,677	2,508,589
Profit and loss .....	4,702,223	4,712,491	4,896,002	4,951,678
Total liabilities .....	91,719,287	95,282,898	102,761,634	102,940,272

\* Dec. 31, 1883, stocks held were valued as follows: Jamestown & Franklin RR., \$320,000; Lake Shore & Mich. Southern RR., \$268,200; Det. Mon. & Tol. RR., \$114,110; Merchants' Dispatch Transp. Co., \$319,443; Pittsb. & Lake Erie RR., \$200,000; Pacific Hotel, \$137,500; Cin. Wab. & Mich. R'y., \$137,000; N. Y. & West. Transp. Co., \$45,500; N. Y. Chic. & St. Louis, \$6,527,000; Lehigh & Wheel., \$697,900.

† Dec. 31, 1883, bonds held were valued as follows: Jamestown & Franklin RR., \$673,400; Mahoning Coal RR., \$401,538; Kal. & White Pigeon RR., \$52,200; Pacific Hotel, \$290,712; Gr. Rap. N. & L. S. RR., \$136,180.

\* Of this stock \$533,500 is guaranteed 10 per cent dividend.

† Includes \$1,019,000 for new equipment.

## Michigan Central Railroad.

(For the year ending Dec. 31, 1883.)

The annual report of this company embraces in all its traffic and earnings statistics the operations of Canada Southern. The balance sheet pertains to the Michigan Central alone. The report says: "An agreement for twenty-one years from Jan. 1, 1883, was entered into with the Canada Southern Railway Company, under which this company was to control and operate the lines of that company. The Canada Southern had partially built (and has since completed) a line from Essex Centre to Detroit River, opposite Detroit, with a suitable ferry to that city; and under the agreement it has constructed a branch of its main line from Welland to Niagara River, just below the falls, crossing the river upon the well known and unique 'Canti-Lever' bridge. It has also increased its equipment to an extent sufficient to meet the demands of the through traffic, and has made other improvements, as stated in the report of the General Manager.

"With regard to earnings, expenses, etc., the agreement provided that the earnings of the combined line should form a fund out of which the expenses of maintaining and operating the entire line should be paid; and also the interest of the funded debt of each company within the limits fixed in the agreement; each company to have the benefit of any diminution in the interest on its own bonds, by retirement or otherwise; and each company undertook to pay any demands against it, down to the date of the agreement, from its own funds. The balance of earnings, after paying the common charges as stated, is then to be divided in the ratio of two thirds to this company and one-third to the Canada Southern."

The changes in the funded debt in 1883 were as follows: The equipment mortgage bonds issued in October, 1874, and falling due April 1, 1884, amounting to \$556,090, were paid at maturity. Of the \$2,000,000 seven per cent consolidated mortgage bonds referred to in last report, the \$900,000 then remaining unissued have been issued, bearing five per cent interest. The proceeds have been expended in redeeming the equipment bonds above mentioned and in partial payment of the cost of the new passenger house and of the terminal improvements at Detroit.

## CONSTRUCTION.

The following changes have occurred in this account:

CREDITS.	
By transfer of the balance of J. L. & S. R. R. Northern Extension account from this to open account .....	\$1,095,123
By New York Central Sleeping Car Stock received from the Equipment Bond Trustees .....	58,000
By amount of Joliet & Northern Indiana Railroad Construction account, refunded by that company .....	47,948
By sales of material, &c., formerly charged to this account ..	7,021
Total .....	\$1,207,996
DEBITS.	
For land, right of way and additional station grounds .....	\$38,684
For grading Sage's Lake Branch .....	1,940
For balance Equipment Bond Trustees' account for interest and discount .....	1,306
For the cost of Detroit yard improvement to Dec. 31, 1883 ..	286,003
For the cost of new passenger house at Detroit to same date ..	134,952
For the cost of ten new locomotives .....	126,168
For the cost of 750 new flat cars .....	303,934
Total .....	\$897,149
Thus showing a decrease in the account of .....	\$310,846

The traffic earnings and expenses of the combined system show the following increase: Earnings, \$1,679,700; expenses, \$472,700; and the resulting increase in net earnings of \$1,207,000.

As a net result of the joint operation of the roads the Michigan Central had \$1,290,842 applicable to dividends, and paid the Canada Southern \$611,570.

Comparative statistics for four years past, prepared in the usual form for the CHRONICLE, are as follows, in the year 1881 Canada Southern being included in the operations:



ROAD AND EQUIPMENT.				
	1880.	1881.	1882.	1883.
Miles owned.....	284	284	284	284
Miles used & contr'd.	520	665	729	1,184
Total operated....	804	949	1,013	1,468
Locomotives.....	219	254	256	396
Pass. mail & exp. cars	150	166	174	269
Freight & other cars.	6,070	6,604	7,698	11,275

OPERATIONS AND FISCAL RESULTS.				
	1880.	1881.	1882.	1883.
<b>Operations—</b>				
Passengers carried.....	1,699,810	2,079,289	2,368,842	2,909,232
Passenger mileage.....	115,523,789	135,706,148	142,237,961	180,749,225
Rate per passenger per m.	2.13 cts.	2.07 cts.	2.21 cts.	2.21 cts.
Freight (tons) moved.....	3,797,137	4,196,896	3,913,869	5,197,278
Freight (tons) mileage.....	735,611.95	790,022.930	703,241.320	1,141,382.864
Av. rate per ton per m.	0.842 cts.	0.718 cts.	0.777 cts.	0.830 cts.
<b>Earnings—</b>				
Passenger.....	2,461,771	2,812,706	3,146,309	4,007,548
Freight.....	6,195,971	5,675,731	5,426,455	9,472,366
Mail, express, &c.....	293,633	312,050	340,317	529,853
Total gross earnings.....	8,951,375	8,800,487	8,913,081	14,009,767
<b>Operating expenses—</b>				
Maint. of way, &c.....	1,226,536	1,627,919	1,758,084	2,297,419
Maint. of equip'm't.	760,006	825,196	1,170,105	1,378,178
Transport'n exp'n's	2,824,901	3,431,244	3,121,704	5,029,641
Taxes.....	197,255	215,802	222,853	255,743
Miscellaneous.....	820,053	631,935	398,900	780,607
Total.....	5,738,751	6,732,096	6,671,726	9,741,638
Net earnings.....	3,212,624	2,068,391	2,241,355	4,268,129
P. c. op. exp. to earn.	64.11	76.50	74.85	69.53

\* Includes legal expenses, rentals, loss and damage of freight, injuries to persons, car mileage, commissions, and several small items.

INCOME ACCOUNT.				
	1880.	1881.	1882.	1883.
<b>Receipts—</b>				
Net earnings.....	3,212,624	2,068,391	2,241,355	4,268,129
Int't & dividends.....	134,374	133,845	127,551	67,701
Total income.....	3,346,998	2,202,236	2,368,906	4,335,830

DISBURSEMENTS.				
	1880.	1881.	1882.	1883.
<b>Disbursements—</b>				
Rentals paid.....	184,310	184,310	184,310	184,310
Interest on debt.....	1,385,120	1,508,616	1,617,061	2,249,100
Can. So. (2/3 of net).				611,571
Dividends.....	1,499,056	468,455	374,764	1,124,292
Do rate per ct.	8	2 1/2	2	6
Miscellaneous.....	70,000			
Total disb'm'ts.....	3,138,486	2,161,381	2,176,135	4,169,279
Balance, surplus.....	208,512	40,855	193,171	166,551

GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.				
	1880.	1881.	1882.	1883.
<b>Assets—</b>				
RR. bldgs, eqpt., &c.....	34,736,428	38,175,584	39,868,785	40,653,061
Stks. & bds. ow'd est.	484,387	482,700	583,785	638,740
Bills & acc'ts rec'd ble	562,570	659,566	1,317,063	2,455,239
Materials, fuel, &c.	411,619	282,457	352,504	635,850
Cash on hand.....	755,362	489,520	292,586	500,656
Total.....	36,955,366	40,089,827	42,515,725	44,883,536
<b>Liabilities—</b>				
Stock.....	18,738,204	18,738,204	18,738,204	18,738,204
Bonds (see SUP.).....	13,691,000	17,267,000	16,732,000	17,076,000
Accounts payable.....	1,200,349	771,263	1,447,550	2,433,664
Dividend, Feb., '84.				562,146
Income account.....	3,325,313	3,181,417	5,496,971	5,663,522
Miscellaneous.....		181,943		
Total liabilities.....	36,955,366	40,089,827	42,414,725	44,883,536

\* Including leased lines and trustee equipment.

### New York Chicago & St. Louis.

(For the year ending Dec. 31, 1883.)

The first annual report of this railroad company (Nickel-Plate), now controlled by the Lake Shore & Michigan Southern, was submitted at the meeting held in Cleveland. Mr. W. K. Vanderbilt is the President and from his report as given in the Cleveland papers the following extracts are made, the full report not yet having come to hand. It is not known whether the report will be printed in pamphlet form for distribution to the stockholders.

"The road extends from Grand Crossing, near Chicago, Illinois, to Buffalo, New York, a distance of 514.54 miles, 5.94 miles of which are double main track. There are 85.38 miles of sidings, including yard and shop tracks and 'Y' connections with other roads, making a total of 603.86 miles; 561.87 miles of this are laid with steel and 41.99 miles with iron rails."

"The equipment consists of 108 locomotives; 24 first-class passenger cars; 10 second-class passenger cars; 1 officers' car; 1 pay car; 10 baggage cars; 4 baggage and mail cars; 80 caboose cars; 1,200 flat cars; 210 gondola cars; 4 derrick cars; 700 stock cars and 4,500 box cars.

"At all local stations of any importance are convenient depot buildings. At Chicago the passenger and freight depots and yard tracks of the Lake Shore & Michigan Southern Railway Company are used and our trains enter that city from 'Grand Crossing' over the tracks of that company.

"At Buffalo the local freight business is transacted upon the Lake Shore & Michigan Southern tracks and the passenger trains run to and from the passenger station of the New York Lake Erie & Western Railway Company.

"The earnings and expenses of the road for the past year were:

EARNINGS.		OPERATING EXPENSES.	
From freight.....	\$2,000,562	Conducting transport'n.....	\$608,756
From passengers.....	232,623	Motive power.....	496,017
From express.....	7.00	Maintenance of way....	365,045
From miscellaneous.....	86,695	Maintenance of cars.....	87,656
Total.....	\$2,327,683	General and taxes.....	131,740
Net earnings.....			\$1,689,294
			\$638,389

"The operating expenses, exclusive of taxes, were 70.3 per cent of the gross earnings.

"Trains commenced running October 23, 1882, but on account of unsatisfactory arrangements for terminal facilities at Chicago and Buffalo were practically limited to a car-load exchange with connecting roads at those points and prevented from transacting a merchandise business. This state of things remained unchanged until May 1, 1883, when we were admitted to the premises of the Lake Shore Railway, and the use of the tracks of the Illinois Central Company was then discontinued and trains run over the Lake Shore & Michigan Southern Railway between Grand Crossing and Chicago.

"The establishment of through-line freight organizations via our different connections at Buffalo required time, and not until late in the season were satisfactory results realized. The net earnings of the last four months of 1883 were \$467,826, being 73 per cent of the net earnings of the entire year. The incomplete condition of the road rendered it necessary to make considerable expenditures for shops and shop machinery, station buildings, yard tracks, &c., a detailed statement of which accompanies this report.

The directors elected were: Messrs. Anson Stager, Charles Hickox, J. H. Wade, D. W. Caldwell and Chauncey M. Depew. The first three named were selected for three years, while Mr. Depew was chosen for two years to fill the vacancy left by the death of Hon. Augustus Schell. The directors of the Nickel-Plate road are now as follows: W. K. Vanderbilt, Cornelius Vanderbilt, F. W. Vanderbilt, Chauncey M. Depew, J. H. Devereux, Stevenson Burke, D. W. Caldwell, J. Tillinghast, H. McK. Twombly, W. C. Whitney, Anson Stager, J. H. Wade, Charles Hickox.

### Burlington Cedar Rapids & Northern Railway.

(For the year ending Dec. 31, 1883.)

The annual report of Mr. Tracy, President of this company, is very brief, and it is quoted in full as follows: "Owing to the partial and in some localities entire destruction of the corn crop by early frosts, in the scope of country tributary to the lines of this company, and the consequent diminution of traffic, the showing of business for the last half of the year is more satisfactory than at first anticipated, and notwithstanding this loss to the farming and business interests of the country, the earnings of the road for the year are in excess of the previous year, thereby indicating increased earnings from through business. The report herewith presented in statistical and tabulated form, from the accounting department of the company's service, will show the result of the year's business—disposition of earnings after payment of the operating expenses and fixed charges.

"The gradual increase of traffic from year to year has necessitated a corresponding increase in equipment; and no provision having been made to meet such contingency, the expense of additional rolling stock of necessity had to be defrayed from net earnings. Arrangements have been made to cover into the company's treasury the money expended in constructing the lines of road mentioned in former reports upon which no incumbrances exist, by bonding such lines at rates not in excess of that borne by other portions of the road.

"In order to maintain the present standard value of the company's system of railway, as measured by its earnings, and for the purpose of procuring increase of traffic over its lines, and protection against encroachments of rival interests, the directors have determined to continue the work of extensions to a limited amount during the present year in accordance with the policy adopted by the company at an early day in its history, provisions therefore having been already made and the work commenced. The proposed changes in the company's articles of incorporation, as per notice thereof issued to stockholders, were adopted at the stockholders' adjourned meeting held at Cedar Rapids on April 9."

Statistics of operations, &c., for three years, compiled for the CHRONICLE, are as follows:

ROAD AND EQUIPMENT.				
	1881.	1882.	1883.	
Miles operated.....	644	713	713	
Locomotives.....	60	76	78	
Passenger, mail and express cars.	23	31	34	
Freight cars.....	1,861	1,978	2,323	
Coal and other cars.....	481	791	905	

OPERATIONS AND FISCAL RESULTS.				
	1881.	1882.	1883.	
<b>Operations—</b>				
Passengers carried.....	439,508	581,740	550,554	
Passenger mileage.....	14,876,355	27,277,487	28,181,988	
Rate per passenger per mile.....	2.83 cts.	2.34 cts.	2.32 cts.	
Freight (tons) moved.....	1,716,182	2,225,655	1,628,687	
Freight (tons) mileage.....	127,994,018	199,087,992	167,974,823	
Average rate per ton per mile.....	1.392 cts.	1.051 cts.	1.260 cts.	
<b>Earnings—</b>				
Passenger.....	422,014	639,506	654,746	
Freight.....	1,782,521	2,092,679	2,117,949	
Mail, express, &c.....	54,501	68,197	90,759	
Total gross earnings.....	2,259,036	2,800,682	2,863,554	

EXPENSES.				
	1881.	1882.	1883.	
<b>Expenses—</b>				
Transportation.....	331,747	437,636	488,251	
Motive power.....	385,864	589,611	593,066	
Maintenance of way.....	659,315	555,614	564,743	
Maintenance of cars.....	141,773	150,708	147,582	
Taxes.....	38,489	69,725	65,553	
General and insurance.....	69,162	80,307	109,083	

Total expenses.....	1,626,850	1,883,681	1,968,177	
Net earnings.....	632,186	917,001	895,377	

INCOME ACCOUNT.				
	1881.	1882.	1883.	
<b>Receipts—</b>				
Net earnings.....	632,186	917,001	895,377	
Other receipts.....	59,190	78,057	48,596	
Total income.....	691,376	995,058	943,974	



	1881.	1882.	1883.
<b>Disbursements—</b>			
Interest on debt.....	424,562	484,624	516,130
Construction and improvement....	196,270	71,963	385,845
Equipment.....	286,459	368,502	
Other expenditures.....	13,583	22,396	37,725
Total disbursements.....	916,874	947,487	939,700
Balance.....def. 225,498 sur. 47,571			sur. 4,274
GENERAL BALANCE AT CLOSE OF EACH FISCAL YEAR.			
	1881.	1882.	1883.
<b>Assets—</b>			
R.R. buildings, equipment, &c.....	15,377,864	17,800,364	18,138,109
Real estate.....	10,604		144,790
Accounts receivable and cash.....	171,657	204,548	313,616
Materials, fuel, &c.....	183,471	204,478	198,611
Stock unissued.....	4,500,000	4,500,000	4,500,000
Common interest paid.....	424,562	484,624	516,130
Miscellaneous items.....	10,779		37,725
Total.....	21,678,847	23,244,014	23,838,982
<b>Liabilities—</b>			
Stock, common.....	10,000,000	10,000,000	10,000,000
Bonds (see SUPPLEMENT).....	9,959,900	9,964,000	9,964,000
Bills pay., vouchers, pay-rolls, &c.....	365,881	455,552	591,170
Income account.....	2,253,966	2,824,462	3,283,812
Total liabilities.....	21,678,847	23,244,014	23,838,982

## GENERAL INVESTMENT NEWS.

**Allegheny Valley.**—James A. Logan and Wayne MacVeagh, representing the Pennsylvania Railroad Company, Northern Central Company and Philadelphia & Erie Company, made application to the Court of Common Pleas at Greensburg, Pa., May 2, for the appointment of receivers for the Allegheny Valley Railroad Company. In the bill presented the plaintiffs show that the Allegheny Valley Railroad is debtor to the amount of \$27,600,000; that the Pennsylvania Railroad is its creditor for \$13,600,000; and that the Allegheny Valley has failed to meet its indebtedness. The Court appointed John Scott and W. H. Barnes receivers, who gave bonds in the sum of \$200,000.

**Chicago & Eastern Illinois.**—It is stated that President Stevens of the Chicago & Eastern Illinois Railroad Company has effected a settlement with the old Chicago Danville & Vincennes stockholders, formerly in possession of the franchise of this property, by which a clear title to the property will be given the Chicago & Eastern Illinois Company.

**Delaware & Hudson Canal.**—Notice was sent to the Stock Exchange of the proposed increase of the capital stock of the Delaware & Hudson Canal Company from \$20,000,000 to \$23,500,000, by the issue, on June 10, of 35,000 new shares of \$100 each. This increase of stock is in conformity with the provisions of a circular which was issued to the stockholders on May 9, 1883.

**Denver Rio Grande & Western.**—A Broad Street house addressed a letter to the Stock Exchange stating that they own certain of the original bonds of the Denver & Western, which are included in the number agreed to be guaranteed by the Denver Company, but which the company has refused to guarantee, and asked for an investigation. The committee on stock lists summoned officers of the Denver & Rio Grande to appear before them for explanation. The Denver Company a few months ago ordered no more bonds to be guaranteed.

**Houston East & West Texas.**—The Houston East & West Texas Company offered to extend its road from the present terminus to Shreveport, La., provided that city would give \$30,000 and the right of way and grounds for station and shops. The proposition has been accepted and work will be begun at once at Shreveport and Nacogdoches, Texas, the present northern terminus of the line.

**Lake Shore & Michigan Southern.**—At Cleveland, May 7, at the annual meeting of this company, President Newell offered a resolution that the Lake Shore and Pittsburg & Lake Erie companies provide in equal proportions, from time to time, as needed, sums not to exceed \$2,000,000, to the Pittsburg & McKeesport & Younghigheny Railroad, taking either stock or bonds of the company for the money so advanced. Mr. Newell said that the latter road proposes to issue \$1,000,000 more of stock and \$1,000,000 of second mortgage bonds. The resolution was adopted. Cornelius Vanderbilt, D. O. Mills, William L. Scott and Russell Brown were elected directors for three years, and Frederick W. Vanderbilt for two years, to fill the vacancy caused by the death of Augustus Schell.

**Louisville & Nashville.**—The gross and net earnings for the fiscal years 1882-3 and 1883-4, to April 1, have been as follows:

	Gross.	Net.
1882-3.		
July 1 to Dec. 31	\$7,794,865	\$6,860,533
January.....	1,039,317	1,113,735
February.....	1,015,431	1,014,807
March.....	1,187,738	1,141,337
Total 9 mos.	\$11,037,351	\$10,130,412
1883-4.		
July 1 to Dec. 31	\$7,794,865	\$6,860,533
January.....	1,039,317	1,113,735
February.....	1,015,431	1,014,807
March.....	1,187,738	1,141,337
Total 9 mos.	\$11,037,351	\$10,130,412
1882-3.		
July 1 to Dec. 31	\$7,794,865	\$6,860,533
January.....	1,039,317	1,113,735
February.....	1,015,431	1,014,807
March.....	1,187,738	1,141,337
Total 9 mos.	\$11,037,351	\$10,130,412

**Milwaukee Lake Shore & Western.**—This company gives notice that on October 6 next it will redeem the \$190,000 in bonds now outstanding under the mortgage of March 1, 1879, at 105, with interest to date of redemption, in accordance with the terms of the mortgage.

This company has bought the St. Paul Eastern & Grand Trunk Road, which is completed from Oconto, Wis., westward 10 miles. The road is to be extended westward about 65 miles to a connection with the Lake Shore line.

**Missouri Pacific.**—Press dispatches from Washington, May 5, gave the following synopsis of the U. S. Supreme Court decision affecting this company. The title of the suit is the

Pacific Railroad Company of Missouri, appellant, against the Missouri Pacific Railway Company, C. K. Garrison, Jay Gould, and others. Appeal from the Circuit Court of the United States for the Eastern District of Missouri.

This suit arises out of the alleged fraudulent foreclosure in 1876 of a mortgage on the Pacific Railroad of Missouri, the sale of that road under decree of foreclosure, and its reorganization in the hands of Garrison, Gould and others, under the title of the Missouri Pacific Railway Company. The suit, therefore, is virtually one brought by the former holders of the railroad property against the present holders of it to recover legal title to it on the ground that they were deprived of it by gross fraud. It was alleged by the appellant in the Court below that the default in the payment of the interest on its bonds, which was made the pretext for the foreclosure and sale of its road, was fraudulently caused and procured by means of dishonest collusion between its unfaithful board of directors and the present appellees, and that, therefore, it is entitled to have the decree of foreclosure and sale set aside and its property restored to it.

The appellees demurred in the Court below upon various grounds, which this Court, in an elaborate opinion by Justice Blatchford, declares to be insufficient. This Court holds:—

*First.*—That the charges of fraud in the bill were sufficient to warrant the discovery and relief based on those charges.

*Second.*—That the case set forth in the bill was one showing that no real defense was made in the foreclosure suit of 1876 because of the unfaithful conduct of the solicitor and directors of the defendant in that suit, and it was, therefore, a case of which a court of equity would take cognizance.

*Third.*—That there was no laches in filing the bill, as the time during which the appeal to this court was pending could not be counted against the plaintiff.

*Fourth.*—That as the bill showed hostile control of the corporate affairs of the plaintiff by its directors during the period covered by the foreclosure suit, mere knowledge by or notice to the plaintiff or its directors, officers or stockholders, of the facts alleged in the bill, during that period, was unimportant, a case of a quiescent, assent or ratification not having been shown and the corporation having acted promptly when freed from the control of such directors.

*Fifth.*—That it did not, however, follow that parties who became interested in plaintiffs' corporation, with knowledge of the matters set forth in the bill, were entitled to the same standing as to relief with those who were interested in the corporation when the transactions complained of occurred.

*Sixth.*—That the Circuit Court had jurisdiction of the bill notwithstanding the fact that the plaintiff and some of the defendants were citizens of Missouri. The decree of the Circuit Court is therefore reversed, and the case remanded, with directions to overrule the demurrers with costs, and take further proceedings not inconsistent with this Court's opinion.

The railroad property in controversy in this case was bought in at the foreclosure sale in 1876 by James Baker, for C. K. Garrison, Russell Sage and others, and a controlling interest in it was afterward sold by the latter to Jay Gould, and it has since that time formed an important link in the Gould system. The present case came to this Court on a legal technicality in 1880 and was decided against the plaintiffs or original owners of the road. The decision rendered to-day will enable the plaintiffs to bring the case here upon its merits and get a final decision of this Court upon the charges of unfaithfulness and fraud which, it is alleged, were the means by which the road was wrecked.

**New York Elevated—Manhattan.**—At a meeting of the stockholders of the New York Elevated Railroad Company an arrangement was agreed upon under which the lease of the lines of the New York Company held by the Manhattan Railway Company was surrendered. The agreements of May, 1879, and October, 1881, and the proposed agreement were read. The resolution ratifying this agreement was adopted by a vote of 57,836 out of 58,356. The effect of the agreement is summarized in the *Tribune* as follows:

"The New York Elevated Company, in consideration of the stockholders of the Manhattan Company surrendering all claims against the New York Company, will issue certificates containing an agreement on the part of the New York Company with each Manhattan stockholder to pay on such Manhattan stock dividends at the rate of six per cent a year, after a dividend of six per cent had been paid on the New York Elevated stock. If there is any surplus over the amount of these dividends, it will be divided pro rata between the two companies, according to the number of shares of each respectively. The Manhattan Company, in return, will surrender its lease of the New York Company. Not only is the original lease of May, 1879, abrogated, but also the agreement of October, 1881, and the merger agreements of November, 1881. This removes all control of the Manhattan Company over the New York Company. All of the New York Elevated stock which, under the merger agreements, was converted into Manhattan stock, can now be re-converted into New York stock."

**New York Ontario & Western.**—Below is a copy of a circular which has been addressed to the shareholders by the London committee:

"Sir: The shareholders are aware that nearly \$10,000,000 was subscribed on the reorganization of the company for extending its line to New York, yet notwithstanding the fact that the Weehawken section of seventy-seven miles between Middletown and Weehawken has been constructed largely from the means of the Ontario Company, the directors had so arranged the contract that they only hold the section on a lease of ninety-nine years, agreeing to pay to the West Shore Company 25 per cent of the gross receipts from all sources, and guaranteeing that the 25 per cent should never be less than \$50,000 per annum.

"The committee have energetically protested against this extraordinary contract, with the result that certain modifications have been offered, including the cancellation of the guarantee of \$500,000, but they do not consider the modifications adequate to the just rights of the Ontario Company. The position as regards other points in the contract, and in that in reference to the obligations connected with the terminal company, also requires very close examination.

"The chairman and Mr. Russell start for New York on the 29th inst., and the committee will report fully the result of their examination,

and they feel assured that by negotiation they will obtain still further beneficial modifications of the contracts above referred to, and thus place the Ontario Company in the position to which it is fairly entitled.

(Signed) "JOSEPH PRICE, Chairman."

**New York West Shore & Buffalo.**—The plan for the financial relief of this company has been sent to the persons interested, with a view of getting an expression for or against the propositions. The agreement which it is proposed shall be made with the Metropolitan Trust Company, as trustee, is described as an "agreement of first mortgage bondholders to receive 6 per cent bonds, with continuing first mortgage lien, for interest as it matures during three years." It is provided that the signing of the agreement by the holders of \$25,100,000 first mortgage bonds of the West Shore Company shall be an authorization to perfect the agreement. Each subscriber will, upon five days' notice from the trustee named in the agreement, present his bonds at the office of the trustee and permit the following words to be stamped upon the face of each bond:

Coupons Nos. 6, 7, 8, 9, 10 and 11 of this bond are subject to the bondholders' agreement of May 1, 1884, and each successive holder of this bond and of the said coupons takes the same subject to said agreement.

On each coupon will be stamped "Subject to bondholders' agreement." The holders who surrender coupons will receive new 6 per cent debenture bonds, and their coupons will remain with the trust company and not lose their lien in case of failure to fulfil the agreement.

The new 6 per cent bond will mature July 1, 1894. It promises to pay the principal in gold and the interest at the rate of 6 per cent per annum from July 1, 1884. It is expressly stated that the bond is issued for an amount equal to the interest falling due on July 1, 1884, Jan. 1, 1885, July 1, 1885, Jan. 1, 1886, July 1, 1886, or Jan. 1, 1887, upon the first mortgage bonds of the West Shore Road, the right to collect and receive which interest, with the lien thereof preserved, is held by the Trust Company as trustee. In case of 30 days' default in the payment of principal or interest of the new bond, or in case of foreclosure sale of the premises covered by the first mortgage, then the interest held in trust by the trust company shall at once become due and payable upon the surrender of the new bond. The West Shore Railway Company reserves the privilege of paying off this bond at any time before maturity, and stopping the interest by giving three months' notice, and by paying to the holder the face value of the bond, together with a premium of 10 per cent.

Should the proposed agreement not be signed by the holders of the necessary \$25,100,000 of first mortgage bonds before July 1, 1884, it is stipulated that a majority of the signers may extend the time in which the document may be signed. In case this agreement is assented to by a majority of the holders of the first mortgage bonds (\$25,100,000), a syndicate of bankers have pledged themselves to take \$2,000,000 second mortgage income bonds of the company, the money realized to be used to relieve the immediate needs of the company. They will also, as part of the plan, advance \$4,000,000 to the North River Construction Company to be used to pay the unsecured creditors of that company. In return the syndicate is to receive a portion of the West Shore stock held among the assets of the construction company. It is understood that if this plan is successful the management of the West Shore Company will be materially changed in order to allow a representation of the bankers who are to raise the money.

**Oregon Railway & Navigation Co.**—In the suit of Spencer Irwin and others against the Oregon Railway & Navigation Company, in the United States Circuit Court, Judge Wallace has granted an injunction prohibiting the company from executing a lease of its road pending the trial of the suit. The injunction may be vacated on the company's giving a bond for \$300,000. It is reported that the Union Pacific Railway has offered to lease the property of the Oregon Railway & Navigation Company for 8 per cent dividends and the payment of all fixed charges, and the Northern Pacific has offered for the lease the payment of all fixed charges and 6 per cent dividends, to be raised to 8 per cent if the road earns that amount, and one-half of any excess earned over 8 per cent.

—The Oregon Railway & Navigation Company's earnings for April and the ten months of the fiscal year from July 1 to April 30, are given as follows:

	April.		Ten months.	
	1884.	1883.	1883-4.	1882-3.
Earnings .....	\$432,600	\$399,290	\$1,582,133	\$1,219,912
Operating expenses....	260,100	220,483	2,579,634	2,159,387
Net earnings.....	\$172,500	\$178,807	\$2,009,799	\$2,060,525

**Oregon Short Line.**—The Oregon Railway & Navigation and Oregon Short Line are rapidly pushing their respective roads to a junction at Baker City. About 110 miles of road remain to be completed, the bulk of which is graded and ready for the iron.

**Richmond & Danville.**—The principal office of the Richmond & Danville Railroad will be removed to New York. Colonel A. S. Buford, of Richmond, Va., who has been President of the road, has resigned, and George S. Scott, of the Broad Street banker, has been elected to take his place. Colonel Buford is a member of the Board of Directors, and will represent the company in Richmond.

**Texas & Pacific.**—An official of the Texas & Pacific says that the company sold from January 1 to April 12, 1884, 68,000 acres of land, at an average of \$3.38 per acre, while the average price recorded up to December 31 last was \$2.74 per acre. The lands were sold for stock-raising and agricultural purposes.

## The Commercial Times.

### COMMERCIAL EPITOME.

FRIDAY NIGHT, May 9, 1884.

The failures of the Marine Bank and of the firm of Grant & Ward, and the complications arising therefrom (which are fully detailed on another page), have greatly disturbed mercantile circles here and at the West, retarding the speculations in leading staples and unsettling values. The bill for the reduction of import duties, which has been for some weeks under discussion in the lower House of Congress, was defeated on Tuesday by a close vote; but the agitation of the subject continues. Inland navigation is now fully resumed, and general trade is fair for the season. The weather has been quite stormy and rather cool, giving rise to reports of some injury to crops, and making it certain that the season is a late one.

The lard speculation has not been so active in the past week, and the fluctuations were not so wide, but there is some improvement in values, closing this afternoon at 8-61c. for May, 8-71c. for June, 8-82c. for July, 8-89c. for August and 8-94c. for September. Spot lard has latterly been taken more freely for export and closes at 8-45c. for prime city, 8-70c. for prime Western and 8-85c. for refined for the Continent. Pork is without essential change; mess sells at \$17@17.25 and clear at \$18.75@19.25. Bacon and cut meats firm but quiet; the sales to-day embraced 35,000 lbs. pickled bellies at 7½@8c. Stearine has been more active at 9½c., and oleomargarine at 8½c. Dressed hogs close firmer at 7½@7½c. Beef dull and entirely nominal. Beef hams selling slowly. Butter in more demand; fresh creamery, 21@23c.; State dairy, 19@26c.; Western factory, 10@18c. Cheese, steady; new factory, 8@13½c.; skims, 2½@5c. Fresh eggs firmer at 14½@16½c.

Kio coffee has been quiet but about steady on the spot at 10½c. for fair cargoes; options have been very quiet for several days, though in the fore part of the week they were fairly active. The closing prices are slightly higher than those of a week ago, May being at 8-60@8-65c.; June, 8-65@8-70c.; July, 8-70@8-75c.; August and September, 8-75@8-80c.; October at 8-80@8-85c., and November at 8-80@8-90c. bid and asked. Mild grades have sold more freely at steady prices. Tea has been dull and rather weak, though the close is more steady. Spices have, as a rule, been quiet and unchanged, but pepper and cloves have sold more freely at some advance. Rice has met with a fair demand at steady and unchanged prices. Foreign fruits have been dull and weak. Molasses has been quiet, and Cuba has declined to 20½c. for 50 deg. test refining. Raw sugar has been quiet on the spot and more or less depressed; fair refining is quoted at 5¼@5.5-16c.; 4,000 hds. centrifugal to arrive have sold at 3.11-16c. cost and freight; options have been more active at firmer prices, but the close is weaker, with sales of fair Muscovado for September at 5-47½c.; refined has been firmer on the spot; crushed closed at 7½c., cut loaf at 7½c., cubes at 7½c., granulated at 7½c. and standard A at 6½c.

Kentucky tobacco has been quiet but steady on the spot, though futures have latterly shown some weakness on 'Change owing to easier markets at the West; the sales on the spot have been 273 hds., including 158 hds. for export at 8@10½c. for lugs and leaf; on 'Change the sales have been 750 hds., including June to-day at 8c. Seed leaf has sold to a pretty liberal extent, and though there has been no marked change in prices the tendency has been towards higher figures; the sales have embraced 2,900 cases crop 1883, New England, including fillers at 6c., seconds at 11½c. to 14c., wrappers at 13½c. to 22½c., assorted Havana seed at 23c. to 30c.; 200 cases crop 1883, Wisconsin, Havana seed, at 30c.; 64 cases crop 1883, do., seed leaf, at 12c.; 200 cases crop 1883, Little Dutch, at 17c.; 100 cases crop 1883, Wisconsin, Havana seed, at 28c. to 40c.; 150 cases crop 1881, Pennsylvania, at 6c. to 10c.; 150 cases crop 1882, do., at 10c. to 13c.; 100 cases sundries at 4½c. to 25c.; 500 bales Havana at 80c. to \$1.16; 150 bales Yara II at 75c. to 85c.; and 300 bales Sumatra at \$1.05 to \$1.65.

In naval stores a moderate business on the spot has been reported, but spirits turpentine closed firm to-day at 32½c.; common to good strained rosins are slow at \$1.42½@1.45. Refined petroleum has had a fair outlet, aggregating 60,000 bbls., 70 Abel test, at 8½c.; the feeling to-night is firm. Crude certificates were weakened by the reports of the free flowing of the Gartland wells, and from 97c. there was a change to 95½c., closing at 95½@96c. In metals, wools, hops and oils little of interest has transpired, and no quotable changes can be quoted.

In ocean freight room little has been done on the berth, but late rates have remained partially steady. Oil charter room has been more active, though at uncertain and slightly lower rates. To-day grain was taken to Newcastle by steam at 3d.; do. to Hull at 1½d.; do. to Liverpool by steam quoted 1½d.; refined petroleum to Gottenburg, 2s. 4½d.; case oil to Constantinople, 16½c.; do. to Shanghai, 26c.; crude to Barcelona, 3s. 3d.; refined do., from Philadelphia to the Baltic, 2s. 9d.



## COTTON.

FRIDAY, P. M., May 9, 1884.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (May 9), the total receipts have reached 15,657 bales, against 20,053 bales last week, 20,923 bales the previous week and 30,274 bales three weeks since; making the total receipts since the 1st of September, 1883, 4,728,976 bales, against 5,711,245 bales for the same period of 1882-83, showing a decrease since September 1, 1883, of 982,269 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston .....	53	138	4	8	106	2	311
Indianola, &c. ....							
New Orleans .....	149	1,445	380	246	298	593	3,116
Mobile .....	71	91	56	65	89	159	531
Florida .....							95
Savannah .....	381	395	412	57	100	161	1,509
Brunswick, &c. ....							25
Charleston .....	236	558	51	38	107	3	933
Pt. Royal, &c. ....							9
Wilmington .....	8	43	17	2	6	3	79
Morehead C., &c. ....							35
Norfolk .....	39	100	242	40	112	45	578
West Point, &c. ....							94
New York .....	167		304	32	282	26	811
Boston .....	437	533	470	626	451	563	3,080
Baltimore .....						2,439	2,439
Philadelph'a, &c. ....	7	78	1,056	143	414	221	1,952
Total this week .....	1,548	3,384	2,992	1,257	1,995	4,481	15,657

For comparison, we give the following table showing the week's total receipts, the total since Sept. 1, 1883, and the stock to-night, and the same items for the corresponding periods of last year.

Receipts to May 9.	1883-84.		1882-83.		Stock.	
	This Week.	Since Sep. 1, 1883.	This Week.	Since Sep. 1, 1882.	1884.	1883.
Galveston .....	311	586,528	8,122	798,807	5,710	50,195
Indianola, &c. ....		8,472	132	16,533		
New Orleans .....	3,116	1,499,070	14,331	1,599,783	135,834	153,688
Mobile .....	531	259,991	1,708	306,712	8,794	18,001
Florida .....	95	42,847	69	18,303		
Savannah .....	1,509	648,590	3,463	794,738	4,118	20,080
Brunswick, &c. ....	25	8,053		5,508		
Charleston .....	993	414,676	4,031	562,099	2,953	17,079
Pt. Royal, &c. ....	9	13,638	260	21,117		
Wilmington .....	79	91,596	501	126,073	2,450	4,512
Morehead C., &c. ....	35	12,570	57	18,816		
Norfolk .....	578	572,831	8,251	766,516	6,259	39,264
West Point, &c. ....	91	220,425	1,028	219,129		
New York .....	811	105,980	353	133,165	341,953	226,516
Boston .....	3,080	173,938	4,699	171,312	7,160	5,985
Baltimore .....	2,439	28,421	1,642	53,624	7,430	16,865
Philadelph'a, &c. ....	1,952	50,444	1,872	93,510	8,538	6,704
Total .....	15,657	4,728,976	50,575	5,711,245	531,249	564,219

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1884.	1883.	1882.	1881.	1880.	1879.
Galveston, &c. ....	311	8,254	2,907	4,897	1,737	3,257
New Orleans .....	3,116	14,331	2,985	12,008	9,496	3,500
Mobile .....	531	1,708	1,454	3,035	1,974	1,137
Savannah .....	1,509	3,463	2,295	4,965	1,136	2,634
Charleston, &c. ....	1,002	4,311	1,459	2,497	1,788	1,423
Wilmington, &c. ....	114	558	329	302	197	225
Norfolk, &c. ....	672	9,282	2,995	6,619	4,171	3,050
All others .....	8,402	8,635	11,457	14,167	4,137	4,621
Total this w'k. ....	15,657	50,575	25,881	49,150	24,636	19,897

Since Sept. 1. 4,728,976 5,711,245 4,492,046 5,416,033 4,689,164 4,355,935

Galveston includes Indianola; Charleston includes Port Royal, &c.; Wilmington includes Morehead City, &c.; Norfolk includes City Point, &c.

The exports for the week ending this evening reach a total of 18,261 bales, of which 11,112 were to Great Britain, 2,314 to France and 4,835 to the rest of the Continent, while the stocks as made up this evening are now 531,249 bales. Below are the exports for the week and since September 1, 1883.

Exports from—	Week Ending May 9.			From Sept. 1, 1883, to May 9, 1884.		
	Great Brit'n.	France.	Continent.	Great Brit'n.	France.	Continent.
Galveston .....	1,850	240,585	34,703	84,178	357,709	368,530
New Orleans .....	5,738	2,268	8,006	716,148	310,095	3,105,494
Mobile .....				56,157	1,380	57,537
Florida .....				8,704		8,704
Savannah .....				155,040	134,430	188,717
Charleston .....				11,203	84,497	130,431
Wilmington .....				43,413	3,825	47,234
Norfolk .....				258,922		260,588
New York .....	3,515	46	250	3,811	324,127	59,871
Boston .....	838			883	99,226	3,423
Baltimore .....				103	161,059	1,898
Philadelph'a, &c. ....	976			475	86,174	3,628
Total .....	11,112	2,314	4,835	18,261	2,314	4,835
Total 1882-83 .....	44,931	6,319	26,174	71,474	2,550,800	4,070,057
Total 1883-84 .....	11,112	2,314	4,835	18,261	2,314	4,835

\* Includes exports from Port Royal, &c.  
† Includes exports from West Point, &c.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 89 Broad Street.

MAY 9, AT—	On Shipboard, not cleared—for				Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	
New Orleans .....	4,271	4,136	29	123	8,559
Mobile .....	None.	None.	None.	None.	None.
Charleston .....	None.	None.	528	None.	528
Savannah .....	None.	None.	None.	300	300
Galveston .....	None.	None.	None.	139	139
Norfolk .....	None.	None.	None.	300	300
New York .....	1,200	None.	200	None.	1,400
Other ports .....	2,200	None.	300	None.	2,500
Total 1884 .....	7,671	4,136	1,057	862	13,726
Total 1883 .....	31,445	3,865	16,522	12,837	67,669
Total 1882 .....	24,508	9,935	4,957	2,060	40,540

Unusual influences have entered into the speculation in cotton for future delivery at this market during the past week, causing some sharp fluctuations in prices. A slight decline on Saturday was followed by a small advance on Monday, without any very salient influences at work. On Tuesday, a sharp pressure to sell was caused by the announcement of the failure of the Marine Bank, with which a large number of brokers had accounts, and in which considerable sums held as margins on contracts were supposed to be deposited. Prices fell off 7@11 points, August selling down to 11 7/8c.—the lowest figure in many weeks. Later explanations made the relations of the Cotton Exchange with the suspended bank less difficult than had been apprehended, and a partial recovery took place, followed by a slight advance on Wednesday. On Thursday, stronger accounts from Liverpool, private advices of reduced receipts at Bombay, and the persistent assertion that too much rain had fallen, especially in the Southwest, caused a brisk buying movement for the rise, resulting in an advance for the day of 9@14 points, making a total recovery from the lowest figures on Tuesday of 14@20 points, with a firm closing. To-day the opening was easier and the speculation much less active, but the market gained strength; then came a fresh decline, the close being weak, at a material reduction for the next crop; but, compared with last Friday, showing little change for this crop and 4@5 points dearer for the next. Cotton on the spot has been very dull. There was a decline of 1-16c. on Tuesday, but it was not quoted till Wednesday. Yesterday there were rumors of considerable sales for home consumption, but they were not officially reported until today, when there was a quiet market at 11 11-16c. for middling uplands.

The total sales for forward delivery for the week are 518,000 bales. For immediate delivery the total sales foot up this week 1,628 bales, including 12 for export, 1,616 for consumption, — for speculation and — in transit. Of the above, — bales were to arrive. The following are the official quotations for each day of the past week.

May 3 to May 9.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. 50 lb. ....	9 1/8	9 1/8	9 1/8	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4	9 3/4
Strict Ord. ....	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Good Ord. ....	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Ser. G'd Ord. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Low Midd'g. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Ser. L/w Mid. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Middling. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Good Mid. ....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Ser. G'd Mid. ....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Midd'g Fair. ....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Fair. ....	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8
STAINED.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Wed.	Th.	Fri.	Wed.	Th.	Fri.	Wed.	Th.	Fri.
Ordin'y. 50 lb. ....	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8	9 1/8
Strict Ord. ....	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Good Ord. ....	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8	10 1/8
Ser. G'd Ord. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Low Midd'g. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Ser. L/w Mid. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Middling. ....	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8	11 1/8
Good Mid. ....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Ser. G'd Mid. ....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Midd'g Fair. ....	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8	12 1/8
Fair. ....	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8	13 1/8

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.				FUTURES.	
	Ex- port.	Con- sump.	Spec- ulat'n.	Total.	Sales.	Deliv- eries.
Sat. .. Very dull .....	12	92	....	....	104	55,200
Mon. Dull .....	....	35	....	....	33	57,700
Tues. Dull and easier .....	....	274	....	....	274	142,800
Wed. Dull at 1/16 dec. ....	....	106	....	....	106	91,500
Thurs Dull .....	....	89	....	....	89	84,100
Fri. Firm .....	....	1,020	....	....	1,020	85,700
Total .....	12	1,616	....	....	1,623	518,000

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In the statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.





bales less than at the same period last year. The receipts at the same towns have been 20,333 bales less than the same week last year, and since September 1 the receipts at all the towns are 643,178 bales less than for the same time in 1882-83.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending May 9.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
New Orleans....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Mobile.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Bavannah.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Charleston.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Wilmington.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Worfolk.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Boston.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Baltimore.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Philadelphia.....	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2	12 1/2
Augusta.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Memphis.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
St. Louis.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Cincinnati.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Louisville.....	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			St'k at Interior Towns.			Receipts from Plantations		
	1882.	1883.	1884.	1882.	1883.	1884.	1882.	1883.	1884.
Feb. 22.....	60,160	184,448	65,013	362,480	321,434	254,450	55,136	129,076	51,394
" 26.....	51,950	135,321	76,487	318,073	306,417	227,265	52,622	122,314	49,302
Mar. 7.....	58,747	124,826	68,720	315,973	304,621	205,477	51,648	121,070	46,932
" 14.....	57,454	111,181	49,876	284,563	297,713	184,414	26,574	103,783	28,813
" 21.....	61,916	105,062	42,635	238,618	279,946	170,809	31,441	67,835	19,630
" 28.....	54,035	86,969	52,834	233,182	296,671	141,230	33,599	74,024	31,311
April 4.....	44,487	78,708	37,091	215,944	257,152	125,394	27,229	68,889	21,249
" 11.....	32,229	72,935	30,113	201,747	239,461	110,098	19,032	55,344	14,767
" 18.....	24,800	66,527	30,374	180,281	218,029	98,969	8,314	40,095	19,166
" 25.....	33,006	59,244	20,925	157,876	188,806	90,791	11,161	36,321	12,757
May 2.....	34,423	48,761	20,033	143,327	164,383	82,869	19,914	29,338	12,663
" 9.....	26,881	50,575	15,957	127,680	147,949	81,835	10,184	31,134	14,048

The above statement shows—1. That the total receipts from the plantations since September 1, 1883, were 4,761,055 bales; in 1882-83 were 5,842,702 bales; in 1881-82 were 4,574,251 bales. 2.—That, although the receipts at the outports the past week were 15,657 bales, the actual movement from plantations was only 14,083 bales, the balance being taken from the stocks at the interior towns. Last year the receipts from the plantations for the same week were 34,134 bales and for 1882 they were 10,184 bales.

AMOUNT OF COTTON IN SIGHT MAY 9.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to May 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1883-84.	1882-83.	1881-82.	1880-81.
Receipts at the ports to May 9.	4,728,976	5,711,245	4,492,046	5,446,033
Interior stocks on May 9 in excess of September 1.....	32,079	131,457	82,205	155,824
Total receipts from plantations	4,761,055	5,842,702	4,574,251	5,601,857
Net overland to May 1.....	546,728	599,562	422,830	472,241
Southern consumption to May 1.	264,000	275,000	210,000	175,000
Total in sight May 9.....	5,571,781	6,717,564	5,206,881	6,249,098

It will be seen by the above that the decrease in amount in sight to-night, as compared with last year, is 1,145,783 bales, the increase as compared with 1881-82 is 364,900 bales, and the decrease from 1880-81 is 677,317 bales.

WEATHER REPORTS BY TELEGRAPH.—In general the weather at the South has been favorable for cotton planting and development during the week. In Texas, however, and also at a few other points in the Southwest, there has been too much rain, interfering with farm work and making some replanting necessary.

Galveston, Texas.—We have had hard rain on three days of the week, the rainfall reaching three inches and twenty-seven hundredths. We are having too much rain; dry weather is badly needed. Average thermometer 72, highest 80, lowest 60.

Indianola, Texas.—It has rained hard on five days of the week, the rainfall reaching four inches and ninety-eight hundredths. Accounts from the interior conflict, but unquestionably we are having too much rain. The thermometer averaged 71, the highest being 84 and the lowest 56.

Palestine, Texas.—It has rained very hard on five days of the week, and much damage is feared from washing and seed

rotting. The rainfall reached four inches and two hundredths. The thermometer has averaged 66, ranging from 53 to 80.

Huntsville, Texas.—It has rained on two days of the week harder than desired, but beyond the interruption of work probably no serious damage has been done. The rainfall reached one inch and sixty-six hundredths. The thermometer has ranged from 51 to 82, averaging 68.

Luling, Texas.—We have had rain on two days of the week the rainfall reaching one inch and four hundredths. Crops are doing tolerably well, but we are having too much rain and dry weather is wanted. Average thermometer 69, highest 82, lowest 57.

Brenham, Texas.—We have had rain on two days of the week, almost a flood, the rainfall reaching five inches and sixty-five hundredths. Much damage has been done and much replanting is required. The streams are all out of their banks. The thermometer has averaged 70, the highest being 85 and the lowest 59.

Belton, Texas.—It has been showery on three days of the week, the rainfall reaching one inch and thirty hundredths. Planting has been about finished in this vicinity. The thermometer has averaged 65, ranging from 44 to 81.

Weatherford, Texas.—We have had hard rain on one day of the week, the rainfall reaching three inches and ninety-eight hundredths. We are having too much rain, but no serious damage has been done. The thermometer has ranged from 45 to 81, averaging 63.

Dallas, Texas.—We have had a hard shower on one day of the week, the rainfall reaching one inch. Accounts from the interior are conflicting, but the recent heavy rains have certainly done much harm. The extent cannot as yet be estimated, but considerable replanting is required. Average thermometer 66, highest 84, lowest 45.

New Orleans, Louisiana.—It has rained on four days of the week, the rainfall reaching one inch and forty-nine hundredths. The thermometer has averaged 68.

Shreveport, Louisiana.—We had heavy rains on the 3d and 4th, followed by clear and fair weather. The rainfall reached three inches and eight hundredths. The river is high and rising rapidly; there is considerable uneasiness among planters. Roads in fair condition. The thermometer has ranged from 56 to 85.

Vicksburg, Mississippi.—We had delightful showers on three days in the early part of the week, and it also rained severely on one day, but the latter part of the week has been clear and pleasant. The rainfall reached two inches and eighty-nine hundredths. The thermometer has ranged from 61 to 82.

Meridian, Mississippi.—It has rained on four days of the week. We are having too much rain. Weeds are growing so fast that they are becoming troublesome.

Greenville, Mississippi.—Telegram not received.

Last week we had rain on two days, with a rainfall of ten hundredths of an inch. The thermometer ranged from 53 to 85, and averaged 71. Rainfall during April, five inches and fifteen hundredths.

Columbus, Mississippi.—It has rained on two days of the week, the rainfall reaching one inch and thirteen hundredths. May thus far has been a little cool, but otherwise the weather has been favorable. The thermometer has averaged 74, ranging from 58 to 86.

Little Rock, Arkansas.—It has been fair to clear on three days, and the remainder of the week has been cloudy with rain. The rainfall reached three inches and three hundredths. We had a hard shower of hail on Monday evening, since which time the weather has been quite cool. The thermometer has ranged from 51 to 74, averaging 63.

Pine Bluff, Arkansas.—We have had rain on two days of the week, the rainfall reaching two inches and thirty-five hundredths. Average thermometer 65, highest 80 and lowest 52. Last week it rained on three days. The thermometer averaged 68, and ranged from 50 to 80. During April the rainfall reached nine inches and ninety-nine hundredths.

Fort Smith, Arkansas.—It has rained on three days of the week, the rainfall reaching one inch and twenty-five hundredths. We are having fine weather for cotton planting. The thermometer has ranged from 50 to 84. It rained on three days last week. The thermometer ranged from 50 to 78, and averaged 66.

Helena, Arkansas.—We have had rain on three days, and the remainder of the week, excepting one clear day, has been cloudy. The rainfall reached two inches and forty-six hundredths. The river is falling, being now about inside its banks. Weather to-day clear and warm. The thermometer has averaged 67, ranging from 58 to 76.

Monticello, Arkansas.—Telegram not received.

Newport, Arkansas.—Telegram not received.

Memphis, Tennessee.—We had rain on the first five days of the week, and the remaining two days have been fair and

clear. The rainfall reached two inches and sixty-one hundredths. We are having too much rain, which is greatly retarding farm work. The season is from two to three weeks late. The river is four feet five inches below the danger line, and rising slowly. The thermometer has averaged 67, the highest being 82 and the lowest 57.

**Nashville, Tennessee.**—We have had rain on five days, but as the week closes the weather has taken a favorable turn. The rainfall reached one inch and eighty-seven hundredths. The thermometer has averaged 67, ranging from 56 to 79.

**Mobile, Alabama.**—It has been showery on two days, and has rained severely on one day of the week, the rainfall reaching two inches and forty-seven hundredths. The crop is developing promisingly, and the plant looks strong and healthy. The thermometer has ranged from 61 to 87, averaging 72.

**Montgomery, Alabama.**—We have had delightful showers on two days of the week, and the indications are that they extended over a wide surface. The rainfall reached thirty-four hundredths of an inch. The thermometer has averaged 72.6.

In last week's report fertilizers should have been stated in tons, not value.

**Selma, Alabama.**—We have had rain on two days, and the remainder of the week has been pleasant. The rainfall reached eighty-eight hundredths of an inch. The thermometer has averaged 70, the highest being 84, and the lowest 59.

**Madison, Florida.**—It has rained on one day of the week, the rainfall reaching ninety-two hundredths of an inch. The thermometer has averaged 77, ranging from 61 to 98.

**Macon, Georgia.**—We have had showers on two days of the week, which did good. Weather seasonable. The thermometer has ranged from 58 to 86, averaging 73.

**Columbus, Georgia.**—It has rained on one day of the week, the rainfall reaching fifty-eight hundredths of an inch. Average thermometer 73, highest 84, lowest 65.

**Savannah, Georgia.**—It has rained on two days, and the remainder of the week has been pleasant, but closes quite cool. The rainfall reached forty-three hundredths of an inch. The thermometer has averaged 76, the highest being 87 and the lowest 66.

**Augusta, Georgia.**—We had light rain on three days during the early part of the week, but the latter portion has been clear and pleasant. The rainfall reached ninety-one hundredths of an inch. The weather has been favorable to the coming crop. Planting is almost completed in this vicinity. Much of the plant is up and the stand is generally good. Prospects for a top crop are very favorable. Acreage about same as last season. The thermometer has averaged 73, ranging from 60 to 85.

**Atlanta, Georgia.**—It has rained on one day of the week, the rainfall reaching thirty-eight hundredths of an inch. The thermometer has ranged from 58 to 82, averaging 70.

**Charleston, South Carolina.**—It has rained on one day of the week, the rainfall reaching ten hundredths of an inch. Average thermometer 73, highest 84 and lowest 69.

**Columbia, South Carolina.**—Telegram not received.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock May 8, 1884, and May 10, 1883.

	May 8, '84.		May 10, '83.	
	Feet.	Inch.	Feet.	Inch.
New Orleans .....	Below high-water mark		1	3
Memphis .....	Above low-water mark.	29	4	29
Nashville .....	Above low-water mark.	9	10	6
Shreveport .....	Above low-water mark.	29	7	18
Vicksburg .....	Above low-water mark.	45	9	41

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—We have re-arranged our India service so as to make our reports more detailed and at the same time more accurate. We had found it impossible to keep out of our figures, as cabled to us for the ports other than Bombay, cargoes which proved only to be shipments from one India port to another. The plan now followed relieves us from the danger of this inaccuracy and keeps the totals correct. We first give the Bombay statement for the week and year, bringing the figures down to May 8.

#### BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1884	21,000	24,000	45,000	329,000	415,000	774,000	73,000	1,031,000
1883	26,000	47,000	73,000	280,000	531,000	811,000	78,000	1,135,000
1882	13,000	23,000	36,000	531,000	333,000	864,000	72,000	1,134,000
1881	16,000	22,000	38,000	175,000	325,000	500,000	49,000	742,000

According to the foregoing, Bombay appears to show a decrease compared with last year in the week's receipts of 5,000 bales, and a decrease in shipments of 28,000 bales, and the shipments since January 1 show a decrease of 37,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Coconada.

	Shipments for the week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
Calcutta—						
1884.....	4,000	.....	4,000	86,000	38,000	124,000
1883.....	.....	.....	.....	57,700	9,000	66,700
Madras—						
1884.....	500	.....	500	13,000	4,600	17,600
1883.....	.....	.....	.....	4,500	1,000	5,500
All others—						
1884.....	.....	.....	.....	13,500	3,000	16,500
1883.....	.....	.....	.....	4,000	2,000	6,000
Total all—						
1884.....	4,500	.....	4,500	112,500	45,600	158,100
1883.....	.....	.....	.....	66,200	12,000	78,200

The above totals for the week show that the movement from the ports other than Bombay is 4,500 bales more than same week last year. For the whole of India, therefore, the total shipments since January 1, 1884, and for the corresponding periods of the two previous years, are as follows:

#### EXPORTS TO EUROPE FROM ALL INDIA.

Shipments to all Europe from—	1884.		1883.		1882.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay .....	45,000	774,000	73,000	811,000	36,000	864,000
All other ports.	4,500	158,100	.....	78,200	5,800	160,000
Total .....	49,500	932,100	73,000	889,200	41,800	1,024,000

This last statement affords a very interesting comparison of the total movement for the three years at all India ports.

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benchi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, May 7.	1883-84.		1882-83.		1881-82.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars*)—						
This week.....	3,000		3,000		4,000	
Since Sept. 1.	2,627,900		2,240,000		2,819,720	
Exports (bales)—						
To Liverpool.....	1,000	242,000	1,000	226,000	500	236,200
To Continent.....	6,000	128,000	1,000	81,000	2,500	169,371
Total Europe.....	7,000	370,000	2,000	307,000	3,000	405,571

A cantar is 98 lbs.

This statement shows that the receipts for the week ending May 7 were 3,000 cantars and the shipments to all Europe 7,000 bales.

**MANCHESTER MARKET.**—Our report received from Manchester to-night states that the market is flat at the decline. We give the prices of to-day below, and leave previous weeks' prices for comparison.

	1884.						1883.					
	32s Op. Twist.			8 1/2 lbs. Shirtings.			32s Op. Twist.			8 1/2 lbs. Shirtings.		
	d.	a.	d.	a.	d.	d.	d.	a.	d.	a.	d.	d.
Mch. 7	8 1/2	9	5	6	9 1/2	2 1/2	5 1/2	8 1/2	9 1/2	5	10	9 1/2
" 11	8 1/2	9	5	7	9 1/2	2 1/2	5 1/2	8 1/2	9 1/2	5	9	9 1/2
" 21	8 1/2	9 1/2	5	7	9 1/2	2 1/2	5 1/2	8 1/2	9 1/2	5	9	9 1/2
" 24	8 1/2	9 1/2	5	7 1/2	9 1/2	3 1/2	6	8 1/2	9 1/2	5	9	9 1/2
Apr. 4	8 1/2	9 1/2	5	9 1/2	9 1/2	4	6 1/2	8 1/2	9 1/2	5	9	9 1/2
" 11	8 1/2	9 1/2	5	10 1/2	9 1/2	4 1/2	6 1/2	8 1/2	9 1/2	5	9	9 1/2
" 18	8 1/2	9 1/2	5	11	9 1/2	5	6 1/2	8 1/2	9 1/2	5	9	9 1/2
" 25	8 1/2	9 1/2	5	11 1/2	9 1/2	5 1/2	6 1/2	8 1/2	9 1/2	5	9	9 1/2
May 2	8 1/2	9 1/2	5	10 1/2	9 1/2	5 1/2	6 1/2	8 1/2	9 1/2	5	10	9 1/2
" 9	8 1/2	9 1/2	5	8 1/2	9 1/2	3	6 1/2	8 1/2	9 1/2	5	10	9 1/2

**NEW YORK COTTON EXCHANGE.**—Five applications for membership are to be voted on next Monday, the 12th inst., and three new applications for seats are posted on the board. Thus it will be apparent that the Exchange continues to grow again in popularity. However, it is well to remember that for a length of time the Stock Exchange was the only rival in offering the opportunity for dealings in futures. Lately very many additional Exchanges have entered upon that business and have drawn away many customers from the Cotton Exchange, partly because most of them offer greater advantages. It is believed that the anticipated calls of print cloths will impart more life to the latter, but there exists one obstacle to enlarged dealings, the removal of which is considered very desirable, and that is the uncertainty as to the result of re-classifying cotton received on contracts. It is well known that the losses incurred thereby prevent no inconsiderable portion of Wall Street from operating in cotton. Those speculators now prefer other Exchanges, where they are not exposed to such risks, and where fluctuations are larger, as well as more frequent. Certificates respecting the grades of cotton delivered on contracts, to pass from hand to hand, would remove one of the obstacles which at present stand in the way of more extensive transactions. The unpopular commission law is another



impediment. Without some changes in the rules, it is considered doubtful whether the growing competition of the Petroleum, Coffee and other Exchanges can be met; and the wish is often expressed that they may be amended so as to be more in accordance with the spirit of the times.

**THE COTTON CROP IN THE MEMPHIS DISTRICT.**—Messrs. Hill, Fontaine & Co., Memphis, issued to-day (9th) their first report for the season 1884-85 on the cotton crop in the Memphis district, which embraces West Tennessee, North Mississippi, North Arkansas and North Alabama. The report says:

"There will be a decreased acreage planted in cotton in this district of 1/2 per cent as compared with last year. The acreage in corn, however, shows an increase in the area planted of 2 1/2 per cent. The weather has been moist and unfavorable for planting purposes, nearly all of our 298 correspondents reporting too much rain and cool weather. The average date for planting cotton in this district is from April 20 to 27, yet up to May 1 one-half of the land that is to be planted in cotton had not been so used, and as the weather has continued unfavorable to date for planting, the farming interests throughout the district are therefore only three weeks late. With fair weather from now on, however, planting will be pushed with vigor and the backwardness of the season cannot be taken as unfavorable for a good yield. Out of an aggregate of 298 responses regarding acreage, 62 report an increase in the acreage planted in cotton as compared with last year, 76 report a decrease in the acreage, and 160 report about the same acreage. The average decrease is 1/2 per cent.

"Weather—284 report weather less favorable than last year and 14 report weather about the same as last year.

"Labor—272 report labor good and 26 report labor not so good as last year."

**JUTE BUTTS, BAGGING, &c.**—The market for bagging has shown but little change for the past week and trade is rather quiet. There is nothing doing in a large way, few inquiries being reported, and orders continue to be for the present wants of consumers. Prices are steady and dealers are naming 9 1/2 c. for 1 1/2 lbs., 10 c. for 1 3/4 lbs., 10 1/2 c. for 2 lbs. and 11 1/2 c. for standard grades, but a round lot could be had at a shade less. Butts have been in better demand for bagging qualities, and prices are rather firmer. There has been considerable done in contracts, and holders are showing more confidence and are asking 2 13-16 @ 3 c. at the close for prime goods, while ordinary are quoted at 2 7-16 @ 2 1/2 c. Paper grades are in steady demand for jobbing wants and a firmer tone is to be reported, with sellers asking 2 5-16 @ 2 3/4 c.

**COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.**—A comparison of the port movement by weeks is not accurate, as the weeks in different years do not end on the same day of the month. We have consequently added to our other standing tables a daily and monthly statement, that the reader may constantly have before him the data for seeing the exact relative movement for the years named. The movement each month since September 1, 1883, has been as follows.

Monthly Receipts.	Year Beginning September 1.					
	1883.	1882.	1881.	1880.	1879.	1878.
Sept'mb'r	343,812	326,656	429,777	458,478	333,643	288,848
October	1,046,092	990,584	853,195	968,318	888,492	689,264
Novemb'r	1,030,380	1,004,697	974,012	1,006,501	942,272	779,237
Decemb'r	1,059,653	1,112,536	996,807	1,020,802	956,464	893,664
January	487,729	752,827	487,727	571,701	647,146	618,727
February	385,939	595,598	291,992	572,728	447,918	566,824
March	241,514	482,772	257,090	476,582	261,913	303,955
April	111,753	284,519	147,595	284,216	159,025	167,459
Total year	4,706,873	5,630,189	4,438,235	5,359,356	4,638,867	4,307,978
Per cent of total port receipts April 30.		93.53	94.02	91.23	92.74	96.86

This statement shows that up to April 30 the receipts at the ports this year were 923,316 bales less than in 1883-83, and 263,638 bales more than at the same time in 1881-82. By adding to the above totals to Apr. 30 the daily receipts since that time, we shall be able to reach an exact comparison of the movement for the different years.

	1883-84.	1882-83.	1881-82.	1880-81.	1879-80.	1878-79.
Tot. Ap. 30	4,706,873	5,630,189	4,438,235	5,359,356	4,638,867	4,307,978
May 1	2,605	6,634	5,234	8	3,391	2,575
" 2	3,844	5,531	6,613	11,032	8	6,454
" 3	1,548	7,361	3,235	7,496	4,642	2,453
" 4	8	10,953	3,916	7,317	4,633	4,854
" 5	3,384	7,434	9,482	4,854	4,696	4,854
" 6	2,912	8	3,719	6,798	4,011	3,936
" 7	1,257	8,237	8	6,174	4,282	2,726
" 8	1,995	9,338	5,102	8	4,366	2,439
" 9	4,481	8,156	5,844	10,982	8	2,621
Total	1,728,976	5,693,865	4,480,876	5,413,939	4,968,894	4,336,033
Percentage of total port rec'ts May 9.		94.59	94.93	92.16	93.35	97.50

This statement shows that the receipts since Sept. 1 up to to-night are now 964,889 bales less than they were to the same day of the month in 1883 and 248,106 bales more than they were to the same day of the month in 1882. We add to the table the percentages of total port receipts which had been received to May 9 in each of the years named.

**THE EXPORTS OF COTTON** from New York this week show an increase, as compared with last week, the total reaching 3,811 bales, against 2,198 bales last week. Below we give our usual table, showing the exports of cotton from New York, and their direction, for each of the last four weeks; also the total exports and directions since September 1, 1883, and in the last column the total for the same period of the previous year.

**EXPORTS OF COTTON (BALES) FROM NEW YORK SINCE SEPT. 1, 1883.**

Exported to—	Week ending—				Total since Sept. 1.	Same period previous year.
	April 17.	April 24.	May 1.	May 8.		
Liverpool	3,142	3,329	1,070	3,515	304,879	422,237
Other British ports	500	.....	600	.....	19,248	3,776
<b>TOTAL TO GREAT BRITAIN</b>	<b>3,642</b>	<b>3,329</b>	<b>1,670</b>	<b>3,515</b>	<b>324,127</b>	<b>426,013</b>
Havre	393	1,028	109	46	29,871	27,030
Other French ports	.....	.....	.....	.....	.....	100
<b>TOTAL FRENCH</b>	<b>393</b>	<b>1,028</b>	<b>109</b>	<b>46</b>	<b>29,871</b>	<b>27,130</b>
Bremen	320	306	119	250	21,577	52,375
Hamburg	.....	.....	.....	.....	21,288	29,076
Other ports	250	50	300	.....	33,350	54,487
<b>TOTAL TO NORTH EUROPE</b>	<b>570</b>	<b>356</b>	<b>419</b>	<b>250</b>	<b>76,215</b>	<b>135,938</b>
Spain, Oporto, Gibraltar, &c	.....	.....	.....	.....	2,967	3,297
.....	.....	.....	.....	.....	2,532	5,910
<b>TOTAL SPAIN, &amp;c</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>.....</b>	<b>5,499</b>	<b>9,207</b>
<b>GRAND TOTAL</b>	<b>4,905</b>	<b>4,707</b>	<b>2,198</b>	<b>3,811</b>	<b>435,712</b>	<b>599,288</b>

**THE FOLLOWING ARE THE GROSS RECEIPTS OF COTTON** at New York, Boston, Philadelphia and Baltimore for the past week, and since September 1, 1883.

Receipts from—	NEW YORK.		BOSTON.		PHILADELPHIA		BALTIMORE.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
New Orleans	1,729	212,718	1,732	1,732	.....	.....	.....	.....
Texas	2,450	204,445	.....	2,130	.....	.....	.....	.....
Savannah	802	153,631	713	62,233	13,328	170	58,117	.....
Mobile	.....	.....	.....	10,817	.....	.....	.....	.....
Florida	.....	6,106	.....	.....	.....	.....	.....	.....
So. Carolina	518	109,660	.....	14,108	69	8,407	101	15,175
No. Carolina	427	20,500	.....	.....	.....	.....	88	24,987
Virginia	180	221,749	101	50,446	473	33,270	1,330	83,339
North ports	4	2,205	2,821	91,806	.....	.....	.....	13
Tennessee, &c	811	105,980	4,043	170,722	3,442	40,819	2,299	26,682
Foreign	160	5,835	.....	.....	.....	.....	.....	.....
<b>This year</b>	<b>7,085</b>	<b>1,051,586</b>	<b>9,460</b>	<b>404,350</b>	<b>3,981</b>	<b>101,803</b>	<b>3,938</b>	<b>207,612</b>
<b>Last year</b>	<b>18,720</b>	<b>1,207,414</b>	<b>12,452</b>	<b>474,500</b>	<b>2,386</b>	<b>157,557</b>	<b>5,036</b>	<b>288,171</b>

**SHIPPING NEWS.**—The exports of cotton from the United States the past week, as per latest mail returns, have reached 32,572 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday night of this week.

	Total bales.
<b>NEW YORK</b> —To Liverpool, per steamers Austral, 651.....	Bothnia, 548.....
.....	Celtic, 25.....
.....	City of Richmond, 1,429.....
.....	Humboldt, 862.....
.....	To Havre, per steamer Canada, 46.....
.....	To Bremen, per steamers Elbe, 100.....
.....	Rhein, 150.....
<b>NEW ORLEANS</b> —To Liverpool, per steamers Haytien, 3,964.....	West Indian, 1,950.....
.....	To Havre, per steamer Bordeaux, 3,674.....
.....	To Bremen, per steamer Blagdon, 3,925.....
.....	per bark Frehandel, 756.....
.....	To Barcelona, per barks America, 1,700.....
.....	Angelita, 1,400.....
.....	Savannah—To Liverpool, per bark B. Roma, 1,093.....
.....	BALTIMORE—To Liverpool, per steamers Alicia, 456.....
.....	Novia Scotia, 819.....
.....	Nubian, 476.....
.....	To Bremen, per steamers Braunschweig, 1,377.....
.....	Hohenstauffen, 1,198.....
.....	Nurnberg, 588.....
.....	Weser, 922.....
<b>BOSTON</b> —To Liverpool, per steamers Catalonia, 100.....	Kansas, 666.....
.....	Venetian, 537.....
<b>PHILADELPHIA</b> —To Liverpool, per steamers British Prince, 2,142.....	Hilms, 1,019.....
.....	San Francisco—To Liverpool, per ship Prince Oscar, 19(foreign)
<b>Total</b>	<b>32,572</b>

The particulars of these shipments, arranged in our usual form, are as follows:

	Liverpool.	Havre.	Bremen.	Barcelona.	Total.
New York	3,515	46	250	.....	3,811
New Orleans	5,914	3,674	4,681	3,100	17,369
Savannah	1,093	.....	.....	.....	1,093
Baltimore	1,731	.....	4,085	.....	5,816
Boston	1,303	.....	.....	.....	1,303
Philadelphia	3,161	.....	.....	.....	3,161
San Francisco	19	.....	.....	.....	19
<b>Total</b>	<b>16,736</b>	<b>3,720</b>	<b>9,016</b>	<b>3,100</b>	<b>32,572</b>

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

<b>NEW ORLEANS</b> —For Liverpool—May 2—Steamers Andean, 367; Legislator, 2,130.....	May 6—Steamer Jamaican, 1,461.....	May 7—Steamer Architect, 1,100.....
For Havre—May 7—Bark Hyperion, 2,163.		
<b>CHARLESTON</b> —For Reval—May 3—Bark Johannes Foss, 1,332.		
<b>BOSTON</b> —For Liverpool—May 2—Steamer Marathon, 100.....	May 5—Steamer Borderer, 783.	
<b>PHILADELPHIA</b> —For Liverpool—May 2—Steamer Lord Clive, 957.		

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

MARSEILLE (Fr.). Ruellan, from New Orleans for Havre, &c., remained at Bermuda May 1 to sail on the 3d.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	5 <sup>64</sup> @3 <sup>32</sup>	5 <sup>64</sup> @3 <sup>32</sup>	5 <sup>64</sup> @3 <sup>32</sup>	5 <sup>64</sup> @3 <sup>32</sup>	5 <sup>64</sup> @3 <sup>32</sup>	5 <sup>64</sup> @3 <sup>32</sup>
Do sail...d.	...	...	...	...	...	...
Havre, steam...c.	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *
Do sail...c.	...	...	...	...	...	...
Bremen, steam...c.	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *	3 <sup>8</sup> *
Do sail...c.	...	...	...	...	...	...
Hamburg, steam...c.	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *
Do sail...c.	...	...	...	...	...	...
Amst'd'm, steam...c.	13 <sup>32</sup> *	13 <sup>32</sup> *	13 <sup>32</sup> *	13 <sup>32</sup> *	13 <sup>32</sup> *	13 <sup>32</sup> *
Do sail...c.	...	...	...	...	...	...
Reval, steam...c.	7 <sup>32</sup> *	7 <sup>32</sup> *	7 <sup>32</sup> *	7 <sup>32</sup> *	7 <sup>32</sup> *	7 <sup>32</sup> *
Do sail...c.	...	...	...	...	...	...
Barcelona, steam...c.	5 <sup>8</sup> *	5 <sup>8</sup> *	5 <sup>8</sup> *	5 <sup>8</sup> *	5 <sup>8</sup> *	5 <sup>8</sup> *
Genoa, steam...c.	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *
Trieste, steam...c.	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *	7 <sup>16</sup> *
Antwerp, steam...c.	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *	5 <sup>16</sup> *

\* Compressed.

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	April 18	April 25	May 2	May 9
Sales of the week.....bales.	53,000	51,000	52,000	56,000
Of which exporters took.....	11,100	6,500	5,200	7,400
Of which speculators took.....	3,700	3,500	1,600	2,400
Sales American.....	31,000	35,000	40,000	43,000
Actual export.....	4,900	1,200	13,000	17,000
Forwarded.....	11,000	13,400	13,700	14,900
Total stock—Estimated.....	1,054,000	1,053,000	1,049,000	1,041,000
Of which American—Estim'd.....	790,000	785,000	757,000	752,000
Total import of the week.....	60,000	75,000	58,000	70,000
Of which American.....	42,000	39,000	20,000	49,000
Amount afloat.....	235,000	212,000	214,000	165,000
Of which American.....	110,000	83,000	84,000	44,000

The tone of the Liverpool market for spots and futures each day of the week ending May 9, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednes.	Thurs'd'y	Friday
Market, 12:30 P.M.	Steady.	Ready and improving	Quiet	Quiet but steady.	Steady and improving	Firm.
Mid Upl'ds	6½	6½	6½	6½	6½	6½
Mid. Ori'ns	6¼	6¼	6¼	6¼	6¼	6½
Sales.....	8,000	8,000	8,000	12,000	12,000	10,000
Spec. & exp.	2,000	1,000	1,000	2,000	2,000	2,000
Futures, 12:30 P.M.	Dull.	Firm.	Dull and inactive.	Quieter.	Quiet but steady.	Quiet.
Market, 5 P.M.	Barely steady.	Quiet but steady.	Steady.	Barely steady.	Easy.	Quiet.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 62 means 5 62-64d., and 6 03 means 6 3-64d.

	Sat., May 3.				Mon., May 5.				Tues., May 6.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
May.....	6.08	6.08	6.08	6.08	6.10	6.11	6.10	6.11	6.10	6.10	6.10	6.10
May-June.....	6.08	6.09	6.08	6.08	6.08	6.11	6.08	6.11	6.10	6.10	6.10	6.10
June-July.....	6.14	6.14	6.13	6.13	6.12	6.13	6.12	6.15	6.14	6.14	6.14	6.14
July-Aug.....	6.18	6.18	6.17	6.17	6.17	6.20	6.17	6.20	6.19	6.19	6.18	6.18
Aug-Sept.....	6.23	6.23	6.21	6.21	6.22	6.23	6.22	6.23	6.23	6.23	6.22	6.22
Sept-Oct.....	6.24	6.24	6.24	6.24	6.25	6.25	6.25	6.25	6.24	6.25	6.24	6.25
Oct-Nov.....	6.19	6.19	6.19	6.19	6.18	6.20	6.18	6.20	6.20	6.20	6.19	6.19
Nov-Dec.....	6.10	6.10	6.09	6.09	6.10	6.11	6.10	6.11	6.10	6.10	6.10	6.10
Dec-Jan.....	6.04	6.04	6.04	6.04	6.06	6.06	6.06	6.06	6.06	6.06	6.06	6.06
Jan-Feb.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Feb-March.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

	Wednes., May 7.				Thurs., May 8.				Fri., May 9.			
	Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
May.....	6.10	6.10	6.10	6.10	6.13	6.13	6.13	6.13	6.14	6.14	6.14	6.14
May-June.....	6.09	6.10	6.09	6.10	6.11	6.13	6.11	6.13	6.15	6.15	6.14	6.14
June-July.....	6.13	6.14	6.13	6.14	6.15	6.16	6.15	6.16	6.18	6.18	6.16	6.16
July-Aug.....	6.17	6.19	6.17	6.18	6.19	6.21	6.19	6.21	6.22	6.22	6.21	6.21
Aug-Sept.....	6.21	6.23	6.21	6.23	6.24	6.25	6.24	6.25	6.26	6.26	6.25	6.25
Sept-Oct.....	6.24	6.25	6.24	6.25	6.27	6.27	6.27	6.27	6.29	6.29	6.27	6.27
Oct-Nov.....	6.18	6.19	6.18	6.19	6.21	6.21	6.21	6.21	6.23	6.23	6.22	6.22
Nov-Dec.....	6.10	6.11	6.10	6.11	6.11	6.12	6.11	6.11	6.12	6.12	6.11	6.11
Dec-Jan.....	6.06	6.06	6.06	6.06	6.07	6.07	6.07	6.07	6.08	6.08	6.08	6.08
Jan-Feb.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Feb-March.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

## BREADSTUFFS.

FRIDAY, P. M., May 9, 1884.

Flour at one time sold to a very fair extent, both for export and for home consumption, and prices were firm, especially for fresh-milled, low grades and some of the better brands of patents and straights. But latterly, with less excitement in

the wheat market, the transactions in flour have fallen off materially, and the firmness of the fore part of the week has given place to some depression. To-day the market was quiet, but about steady.

Wheat has been less active on speculation and in the main very quiet for export. On one day nearly 200,000 bushels were sold, largely for export; but most of the wheat was taken by steamship companies, partly on speculation, but chiefly for the purpose of providing freight where it otherwise might have been lacking. Prices have fluctuated rapidly and within wide limits, especially for June and July, the months which show the greatest manipulation. Several strong operators have these two options apparently pretty well under control, and claim that they have within a month or more been largely oversold. The design is, it is understood, to corner June even more completely than has yet been done. The shorts have purchased but moderately, however, for some days past. They claim that the statistics as to the visible are deceptive; that wheat has been withdrawn from Western elevators with a view of creating a false impression as to the real magnitude of the supply. That the quantity of wheat available in this country is more than ample, is, of course, a fact generally recognized. The weather at the West has improved of late, and the indications seem to point to a bountiful yield this year. To-day the market was irregular; cash advanced  $\frac{1}{4}$  to  $\frac{1}{2}$ ¢; options declined  $\frac{1}{2}$  to 1¢, but afterward showed some recovery. No. 2 red sold at  $\$1\ 07\frac{3}{4}$ ¢ for May,  $\$1\ 10\frac{1}{2}$ ¢ for June,  $\$1\ 08\frac{1}{4}$ ¢ for July and  $\$1\ 06\frac{1}{4}$ ¢ for August. The general course of the market during the week has been upward. No. 2 red closed at  $\$1\ 10\frac{1}{2}$ ¢ in elevator,  $\$1\ 08\frac{1}{4}$ ¢ for May,  $\$1\ 10$ ¢ for June,  $\$1\ 08\frac{3}{4}$ ¢ for July and  $\$1\ 06\frac{1}{4}$ ¢ for August. These prices are  $\frac{3}{4}$ ¢ to 2¢ higher than those of a week ago, July and August showing the greatest advance.

Indian corn has been quiet both for export and on speculation, but it has nevertheless followed wheat upward. The Chicago market has moreover been very strong at times, and this fact has been reflected in the tone of the market here. There is really no alteration in the general position of this cereal, and the market is without features of special interest. To-day there was a moderate trade at an advance of  $\frac{1}{4}$  to 1¢, cash corn showing the most firmness. No. 2 mixed closed at  $64\frac{1}{2}$ ¢ in elevator, 65¢ for May,  $65\frac{1}{2}$ ¢ for June,  $66\frac{1}{2}$ ¢ for July and  $67\frac{1}{2}$ ¢ for August, showing an advance of 3 to 4¢ during the week.

Rye and barley have latterly sold rather more freely at some advance. Oats have been quiet all the week, but prices have risen several cents in response to the advance in other cereals. To-day the market was a fraction higher but still quiet. No. 2 mixed closed at  $38\frac{3}{4}$ ¢ for May,  $39\frac{1}{4}$ ¢ for June and 40¢ for July, showing an advance for the week of 2¢.

The following are closing quotations:

FLOUR.					
No. 2 spring.....	8 bbl.	\$2 35	3 05	Patents, winter.....	\$5 40 6 50
No. 2 winter.....	.....	2 50	3 05	City shipping extras.	5 25 5 30
Superfine.....	.....	2 90	3 55	Southern bakers' and	.....
Spring wheat extras.	.....	3 25	4 50	family brands.....	4 60 6 25
Min. clear and stra't	.....	4 25	5 75	South'n ship'g extras	3 75 5 50
Winter ship'g extras.	.....	3 55	3 75	Rye flour, superfine.	3 40 3 75
Winter clear and	.....	.....	.....	Corn meal—	.....
straight.....	.....	4 25	6 00	Western, &c.....	3 00 3 30
Patents, spring.....	.....	5 50	6 75	Brandywine, &c.....	3 35 3 45
GRAIN.					
Wheat—	.....			Corn—	.....
Spring, per bush.	.....	1 01	2 00	Western Yellow ..	70 72
Spring No. 2.....	.....	1 04	2 11	Rye—Western.....	70 72
Red winter, No. 2	.....	84	1 03	State & Canada.....	75 77
Red winter.....	.....	84	1 03	Oats—Mixed.....	36 40
White.....	.....	84	1 03	White.....	42 47
White No. 1.....	.....	84	1 03	No. 2 mixed.....	38 39
Corn—West. mixed	.....	59	65	No. 2 white.....	42 43
West. mix. No. 2.	.....	61	66	Barley—No. 1 Canada.	52 54
White Southern...	.....	65	73	No. 2 Canada.....	59 60
Yellow Southern...	.....	66	70	State, two-rowed.....	50 52
Western white...	.....	65	72	State, six-rowed.....	80 82

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending May 3 and since Aug. 1 for each of the last three years:

Receipts at—	Flour.	Wheat.	Corn.	Oats.	Barley.	Rye.
	Bbls. 100 lbs.	Bush. 60 lbs.	Bush. 56 lbs.	Bush. 32 lbs.	Bush. 48 lbs.	Bush. 56 lbs.
Chicago.....	52,489	44,007	451,288	801,537	46,100	20,881
Milwaukee.....	68,771	143,255	24,480	60,082	43,705	10,330
Toledo.....	1,076	40,704	20,630	6,000	.....	.....
Detroit.....	2,923	42,991	12,851	30,060	16,763	.....
Cleveland.....	4,020	35,759	17,823	29,675	17,219	.....
St. Louis.....	19,120	93,541	208,015	95,522	24,082	.....
Peoria.....	800	20,150	156,630	381,670	17,900	19,880
Omaha.....	31,420	.....	.....	.....	.....	.....
Tot. wk. '84	149,199	451,827	892,121	1,403,906	185,719	53,599
Same wk. '83	157,396	792,651	1,320,047	1,311,497	198,380	108,889
Same wk. '82	148,288	512,708	2,252,195	658,208	177,519	47,286
Since Aug. 1—						
1883.....	7,193,102	61,371,093	90,465,043	49,956,455	16,157,011	6,385,895
1882.....	7,536,809	68,368,770	72,767,309	40,306,773	14,473,467	8,808,704
1881.....	6,206,145	39,043,043	80,312,556	29,276,278	11,421,242	8,477,794



The exports from the several seaboard ports for the week ending May 3, 1884, are shown in the annexed statement:

Exports from—	Flour.	Wheat.	Corn.	Oats.	Rye.	Peas.
	Bbls.	Bush.	Bush.	Bush.	Bush.	Bush.
New York	71,701	583,077	128,033	64,725	139,675	767
Boston	63,191	227,961	8,180	.....	.....	.....
Portland	1,029	7,542	.....	.....	.....	4,500
Montreal	.....	.....	66,160	.....	.....	.....
Philadel.	10,592	.....	27,414	.....	.....	.....
Baltimore	12,041	268,992	267,182	453	.....	.....
N. Orleans	1,363	.....	.....	.....	.....	.....
Total W.B.	159,958	1,087,572	740,969	63,183	139,675	5,267
Per cent.	136.544	797.789	1,222.589	558	162.188	15.703

The destination of these exports is as below. We add the corresponding period of last year for comparison:

Exports for week to—	Flour.	Wheat.	Corn.
	1884. Week. May 3.	1883. Week. May 5.	1884. Week. May 3.
	Bbls.	Bbls.	Bush.
Un. King.	105,689	95,150	680,424
Contin't	2,251	2,768	407,148
S. & C. Am.	20,058	14,620	344,444
W. Indies	19,374	8,596	.....
Brit. Col's	12,615	14,188	.....
Other's	31	1,222	.....
Total	159,958	136,544	1,087,572

By adding this week's movement to our previous totals we have the following statement of exports since September 1, this season and last season:

Exports since Sept. 1, to—	Flour.	Wheat.	Corn.
	1883-84. Sept. 1 to May 3.	1882-83. Sept. 1 to May 5.	1883-84. Sept. 1 to May 5.
	Bbls.	Bbls.	Bush.
Un. Kingdom	3,524,783	4,742,583	18,817,956
Contin't	264,748	387,928	12,138,790
S. & C. Am.	480,960	497,674	1,293
W. Indies	586,646	634,951	37,385
Brit. Col'nies	308,062	392,167	8,010
Other's	23,481	31,422	17,507
Total	5,278,681	6,036,725	21,070,631

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by rail and water, May 3, 1884, was as follows:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York	2,230,190	670,474	1,179,991	32,021	85,395
Do afloat (est.)	48,000	.....	.....	62,000	81,000
Albany	.....	25,000	28,900	1,000	15,500
Buhalo	488,111	36,585	.....	45,614	8,872
Chicago	8,882,664	5,707,166	906,558	112,500	801,419
Do afloat	.....	.....	.....	203,192	23,697
Milwaukee	1,153,600	12,096	2,077	.....	.....
Duluth	2,750,252	.....	.....	.....	156
Poland	1,168,925	333,149	71,460	.....	1,004
Detroit	206,017	16,582	43,635	485	.....
Oswego	75,000	80,000	.....	92,102	139,727
St. Louis	358,349	1,879,797	288,898	13,534	56,399
Cincinnati	85,241	9,122	69,878	12,775	17,677
Boston	73,978	169,962	142,176	17,408	2,188
Toronto	184,948	.....	.....	77,774	.....
Montreal	232,153	1,316	3,964	8,258	34,343
Philadelphia	491,895	163,204	126,108	.....	.....
Peoria	12,024	19,636	223,621	.....	38,955
Indianapolis	84,333	13,813	7,172	.....	12,398
Kansas City	198,241	26,963	26,963	.....	.....
Baltimore	963,511	564,644	7,639	.....	12,147
Down Mississippi	.....	141,480	81,530	.....	.....
On lake	555,700	77,038	473,690	63,630	93,857
On lake	955,957	1,432,994	.....	.....	44,000

Tot. May 3, '84. 21,199,290 12,128,123 3,675,659 732,293 1,468,732  
 Tot. Apr. 26, '84. 22,464,776 13,591,309 4,020,313 810,478 1,27,251  
 Tot. May 5, '83. 20,707,249 16,168,394 4,667,143 1,020,900 1,784,097  
 Tot. May 6, '82. 18,318,806 8,997,941 2,063,033 404,418 1,092,985  
 Tot. May 7, '81. 17,636,198 11,879,931 3,190,602 1,091,775 400,353

## THE DRY GOODS TRADE.

FRIDAY, P. M., May 9, 1884

The movement in dry goods was light and unsatisfactory the past week, owing in a measure to the prevalence of rainy and unseasonably cool weather. Wholesale buyers continued to govern their purchases by actual wants, and retailers bought sparingly because of the backwardness of the demand for consumption. The unsettled condition of affairs in Wall Street arising from the failure of the Marine Bank has to some extent impeded the restoration of confidence, and confirmed buyers in the wisdom of continuing a cautious hand-to-mouth policy for the present. On the other hand, the defeat of the Morrison Tariff Bill in Congress has imparted more confidence to holders of merchandise, and toward the close of the week there was a more hopeful feeling of a better market in the early future. The feature of the week was an auction sale of 784 cases plain and fancy white goods of domestic manufacture—the largest offering of the kind ever made in this market. The sale was a successful one as a whole, all the goods having been sold and widely distributed at average prices which fully realized expectations.

**DOMESTIC COTTON GOODS.**—The exports of domestics for the week were 4,431 packages, including 2,820 to China, 450 to United States of Colombia, 420 to Brazil, 242 to Great Britain, 116 to Venezuela, 100 to Uruguay, &c. The demand for cotton goods at first hands was quite moderate, and almost wholly of a hand-to-mouth character, while the jobbing trade was of limited proportions. Many of the New England mills have commenced running on short time, and others are about adopting this course in order to restore the equilibrium between supply and demand. In view of this fact, holders of the best makes of plain and colored cottons have shown no disposition to shade prices, notwithstanding the prevailing quiet, and the tone of the market is steady. Print cloths were in moderate demand and firm as the week closed at 3½¢. for 64x64s and 3c. for 56x60s. Prints, ginghams, lawns and other wash dress fabrics ruled quiet, but fairly steady in price.

**DOMESTIC WOOLEN GOODS.**—The demand for clothing woollens was light and irregular, but there was a fair movement in heavy cassimeres, worsteds and overcoatings on account of back orders. Spring woollens were taken in moderate parcels by cloth and dry goods jobbers, but at prices which left a slim margin of profit to manufacturers. Kentucky jeans were less active in first hands, owing to the exhaustion of many stocks by the brisk trade that has lately been done in these goods. Satinets continued in fair demand, and a moderate business was done in ladies' cloths, cloakings, tricots, Jersey cloths and light-weight stockinettes. Flannels were lightly dealt in (except popular makes of white flannels, in which a fair business was reported), and blankets were generally quiet. Some additional orders were placed for all-wool and cotton-warp cashmeres, beiges, &c., for the fall trade, but seasonable worsted and all-wool dress goods were mostly quiet, and dealings in shawls, carpets, hosiery and knit underwear were limited in amount.

**FOREIGN DRY GOODS.**—The temporary subsidence of the tariff agitation has stimulated the order demand for certain fall fabrics, as dress goods, velvets, seal plushes, &c., and in this connection a somewhat improved business was reported by importers. The demand for goods adapted to the present season was almost wholly confined to a few specialties, and transactions were light in the aggregate. Staple goods are fairly steady in price, but concessions can readily be obtained by close buyers upon such fancy fabrics as cannot safely be carried over until next season with a reasonable hope of profit.

### Importations of Dry Goods.

The importations of dry goods at this port for the week ending May 8, 1884, and since January 1, and the same facts for the corresponding periods of 1883, are as follows:

Imports for week ending May 10, 1883.	Since Jan 1, 1883.	Imports for week ending May 10, 1884.	Since Jan 1, 1884.
Manufactures of—		Manufactures of—	
Wool	383	Wool	376
Cotton	1,002	Cotton	466
Silk	1,002	Silk	466
Flax	1,002	Flax	466
Miscellaneous	1,002	Miscellaneous	466
Total	4,339	Total	4,339
Imports for week ending May 10, 1884.		Imports for week ending May 10, 1883.	
Manufactures of—		Manufactures of—	
Wool	383	Wool	376
Cotton	1,002	Cotton	466
Silk	1,002	Silk	466
Flax	1,002	Flax	466
Miscellaneous	1,002	Miscellaneous	466
Total	4,339	Total	4,339

**Bank Statement.**

**REPORT OF THE CONDITION OF THE  
NINTH NATIONAL BANK OF THE CITY  
OF NEW YORK, in the State of New York, at the  
close of business, April 24, 1884:**

Loans and discounts	\$3,504,452 48
Overdrafts	8,405 01
U. S. bonds to secure circulation	50,000 00
Other stocks, bonds, and mortgages	30,000 47
Due from other National banks	453,929 27
Due from State banks and bankers	10,073 17
Real estate	59,146 05
Current expenses	2,154 28
Exchanges for Clearing House	419,287 30
Bills of other Banks	32,025 00
Fractional paper currency, nickels and cents	412 51
Specie	751,243 00
Legal tender notes	658,000 00
U. S. cts. of deposit for legal tenders	70,000 00
Due from U. S. Treasurer, other than 5 per cent redemption fund	50 00
<b>Total</b>	<b>\$6,978,207 60</b>

<b>LIABILITIES.</b>	
Capital stock paid in	\$1,000,000 00
Surplus fund	206,000 00
Undivided profits	196,753 81
Individual deposits subject to check	1,669,207 61
Demand certificates of deposit	1,531 87
Certified checks	177,898 19
Cashier's checks outstanding	40,320 50
Due to other National banks	3,069,488 32
Due to State banks and bankers	602,917 21
<b>Total</b>	<b>\$6,978,207 60</b>

State of New York, County of New York ss:  
I, GEORGE L. HUTCHINGS, Cashier of the above-  
named bank, do solemnly swear that the above  
statement is true, to the best of my knowledge and  
belief.

GEORGE L. HUTCHINGS, Cashier.  
Subscribed and sworn to before me this 24 day  
of May, 1884. EUGENE DELMAR,  
Correct—Attest: Notary Public, N. Y. Co.

PARKER HANDY,  
GEO. H. HAPMAN, } Directors.  
WM. A. BOOTH.

**Commercial Cards.**

**Brinckerhoff, Turner  
& Co.,**

Manufacturers and Dealers in

**COTTON SAIL DUCK**

And all kinds of

COTTON CANVAS, FELTING DUCK, CAR  
COVERING, BAGGING, RAVENS DUCK, SAIL  
TWINES, &c. "ON PARO" SEAMLESS  
BAGS, "AWNING STRIPES"

Also, Agents

**UNITED STATES HUNTING CO.**

A full supply, all Widths and Colors, always in stock  
**No. 109 Duane Street.**

**L. Everingham & Co.,**

(Established 1865.)

**COMMISSION MERCHANTS,**  
125 La Salle Street,  
(ADJOINING CHAMBER OF COMMERCE,  
**CHICAGO.**

THE PURCHASE AND SALE OF  
**GRAIN AND PROVISIONS,**  
on the Chicago Board of Trade, for cash or future  
delivery, a specialty.

Special information, indicating course of markets,  
freely furnished upon request.

**Joy, Lincoln & Motley,**

SUCCESSORS TO

**E. R. MUDGE, SAWYER & CO.,**  
& 45 WHITE STREET. 15 CHAUNCEY STREET,  
NEW YORK. BOSTON.

AGENTS FOR  
**Ocean Mills Co., Atlantic Cotton Mills,**  
**Peabody Mills, Chicopee Mfg. Co.,**  
**Horton New Mills, White Mfg. Co.,**  
**Saratoga Victory Mfg. Co.,**  
**Hosiery and Yarn Mill**

**CARPETS,**

OIL CLOTHS, MATTINGS, LINOLEUM, ETC.  
**Office and Ship Furnishing Specially  
Desired.**

**THEO. W. BAILEY & CO.,**  
271 & 273 Canal Street, New York.

Near Broadway (through to 31 Howard St.)  
**OFFICE  
CARPETS.**

HOUSEKEEPERS AND OCCUPANTS OF OF-  
FICES take notice. Before buying your carpets,  
linoleum, oilcloths, or mattings, call at BENDALL'S  
Mist Carpet Store, 114 Fulton St., basement floor.  
Cheapest place in New York.

**Commercial Cards.**

**SAMUEL BUDD.**

Fine Custom Shirts our Specialty  
Over Twenty Years' experience war-  
rants the assertion that our Dress  
Shirts are unequaled for style, appear-  
ance and workmanship. We guar-  
antee in all cases a perfect fit.

**SAMUEL BUDD,**  
Broadway & 24th Street, New York.

**Bliss, Fabyan & Co.,**

New York, Boston, Philadelphia,  
SELLING AGENTS FOR LEADING BRANDS  
**BROWN & BLEACHED SHIRTINGS  
AND SHEETINGS,**  
PRINTS, DENIMS, TICKS, DUCKS, &c.  
**Fowels, Quilts, White Goods & Hosiery**  
Drills, Sheetings, &c., for Export Trade.

**Bullard & Wheeler,**

119 MAIDEN LANE,  
NEW YORK.

**BAGGING AND IRON TIES**  
(FOR BALING COTTON.)

Agents for the following brands of Jute Bagging,  
"Eagle Mills," "Brooklyn City," "Georgia," "Carolina,"  
"Navins, O.," "Union Star," "Salem," "Horicon Mills,"  
"Jersey Mills" and "Dover Mills."  
IMPORTERS OF IRON TIES.

**BAGGING.**

**WARREN, JONES & GRATZ,**  
ST. LOUIS, Mo.

Manufacturers' Agents for the sale of Jute Bagging.

IMPORTERS OF

**IRON COTTON TIES.**

**Insurance.**

**The United States Life  
Insurance Co.**

IN THE CITY OF NEW YORK,  
(ORGANIZED IN 1850.)

261, 262 & 263 Broadway, New York.

T. H. BROSNAN, President.  
C. P. FRALEIGH, Sec'y. A. WHEELWRIGHT, Ass't Sec  
GEO. H. BURFORD, Actuary.

By an act of the Legislature of this State this Com-  
pany's charter was so amended in 1882 that hereafter  
all the profits shall belong to the policy-holders ex-  
clusively.

All Policies henceforth issued are incontestable  
for any cause after three years.

Death Claims paid at once as soon as satisfactory  
proofs are received at the Home Office.

Absolute security, combined with the largest liber-  
ality, assures the popularity and success of this Co.  
All forms of Tontine Policies issued.

COMPARISON OF BUSINESS FOR TWO YEARS.  
1882. 1883.  
New Insurance Written....\$2,800,000 00 \$5,231,000 00  
Insurance in force.....16,790,000 00 18,500,000 00  
Assets.....5,116,814 46 5,208,212 48  
Payments to policy-holders 459,679 46 475,923 98  
Increase in new business written in 1883 over 1882,  
87 per cent.

GOOD AGENTS, desiring to represent the Com-  
pany, are invited to address J. S. GAFFNEY,  
Superintendent of Agencies, at Home Office.

**THE  
MUTUAL LIFE**

**INSURANCE CO. OF NEW YORK.**

F. S. WINSTON, President.

ISSUES EVERY DESCRIPTION OF  
**LIFE & ENDOWMENT POLICIES**

Rates Lower than other Companies.

ORGANIZED APRIL 14, 1842.

Assets, - - \$101,148,248 25

**Insurance.**

OFFICE OF THE

**ATLANTIC**

**Mutual Insurance Co.,**

NEW YORK, January 24, 1884.

The Trustees, in conformity to the Charter of  
the Company, submit the following Statement  
of its affairs on the 31st December, 1883:

Premiums on Marine Risks from  
1st January, 1883, to 31st De-  
cember, 1883.....\$4,168,953 10  
Premiums on Policies not marked  
off 1st January, 1883.....1,539,232 53  
Total Marine Premiums.....\$5,708,185 63

Premiums marked off from 1st  
January, 1883, to 31st Decem-  
ber, 1883.....\$4,260,423 93

Losses paid during the same  
period.....\$1,901,042 38

Returns of Premiums and Ex-  
penses.....\$850,080 76

The Company has the following Assets, viz.:  
United States and State of New  
York Stock, City, Bank and  
other Stocks.....\$3,666 795 00  
Loans secured by Stocks and  
otherwise.....1,956 500 00  
Real Estate and Claims due the  
Company, estimated at.....425 00 00  
Premium Notes and Bills Re-  
ceivable.....1,588,306 79  
Cash in Bank.....335,710 68  
Amount.....\$12,972,312 47

SIX PER CENT INTEREST on the outstand-  
ing certificates of profits will be paid to the hold-  
ers thereof, or their legal representatives, on  
and after Tuesday, the Fifth of February next.

THE OUTSTANDING CERTIFICATES of  
the issue of 1879 will be redeemed and paid to  
the holders thereof, or their legal representa-  
tives, on and after Tuesday, the Fifth of Feb-  
ruary next, from which date all interest thereon  
will cease. The certificates to be produced at  
the time of payment and canceled.

A DIVIDEND OF FORTY PER CENT is  
declared on the net earned premiums of the  
Company, for the year ending 31st December,  
1883, for which certificates will be issued on  
and after Tuesday, the Sixth of May next.

By order of the Board,

**J. H. CHAPMAN, Secretary.**

**TRUSTEES.**

J. D. Jones,	Horace Gray,
Charles Dennis,	Edmund W. Corlies,
W. H. H. Moore,	Adolph Lemoyne,
Charles H. Russell,	Robt. B. Minturn,
James Low,	Charles H. Marshall,
David Lane,	John Elliott,
Jordon W. Barnham,	James G. De Forest,
A. A. Raven,	Charles D. Leverich,
Wm. Sturgis,	William Bryce,
Benjamin H. Field,	William H. Fogg,
Joshua O. Low,	Thomas B. Coddington,
William E. Dodge,	Horace K. Thurber,
Royal Phelps,	William Degroot,
C. A. Hand,	John L. Riker,
John D. Hewlett,	N. Denton Smith,
William H. Webb,	George Bliss,
Charles P. Burdett,	William H. Macy.

JOHN D. JONES, President,

CHARLES DENNIS, Vice-President.

W. H. H. MOORE, 2d Vice-President.

A. A. RAVEN, 3d Vice-President.